

GRAIN DEALERS' JOURNAL

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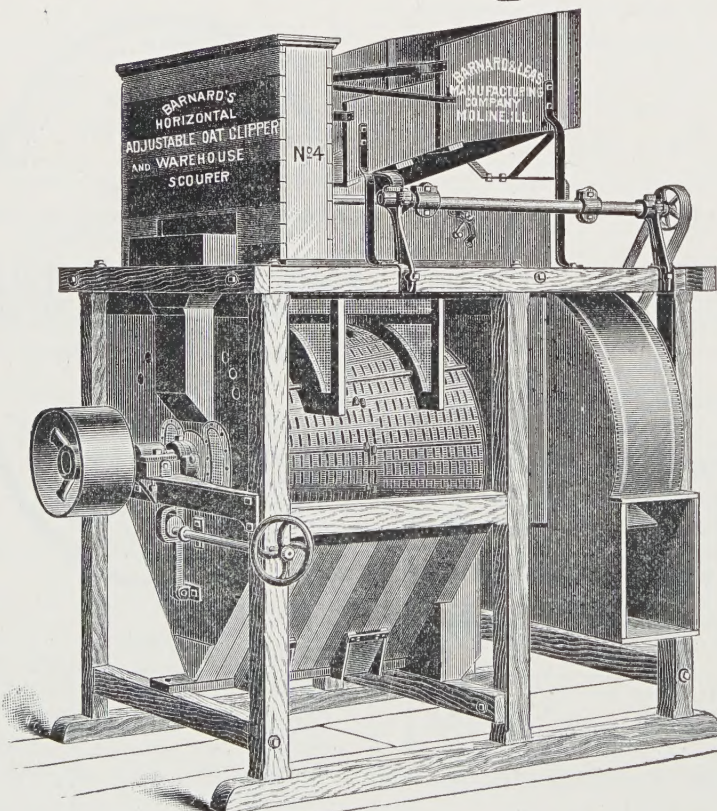
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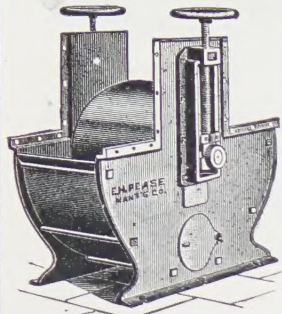
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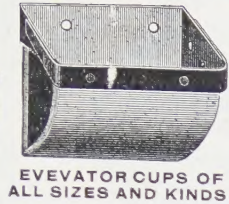
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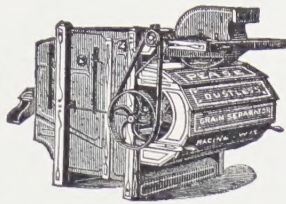
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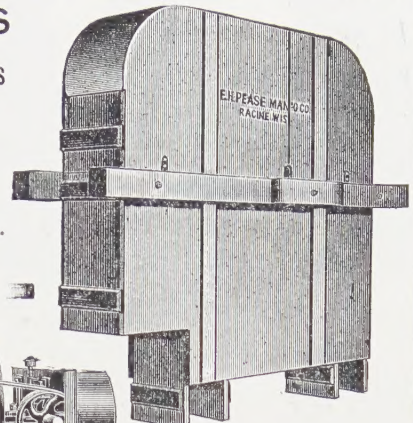
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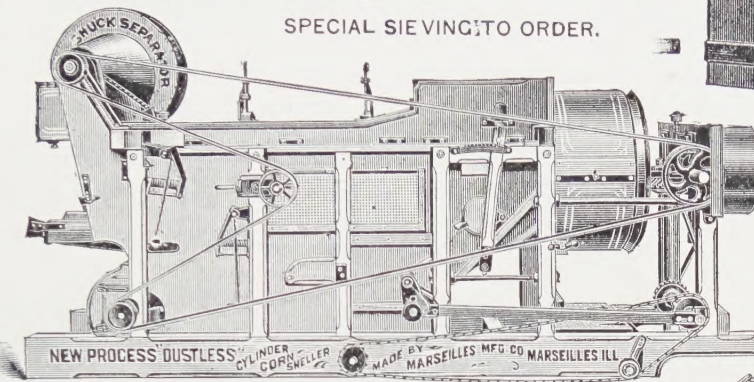


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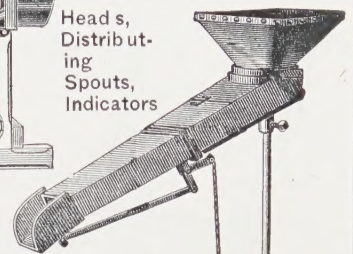
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Large feeding shoe driven lengthwise of machine thereby avoiding vibration.
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Specially constructed cylinder and case with large clipping surface.
Close clipping with least amount of loss.
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Feed evenly distributed.
Guarantee largest amount of clipped oats with least amount of power and waste.

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Double shoe counter balanced,
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Large screen surface.

Large capacity.
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Strongly guaranteed.
Construction and finish the best.

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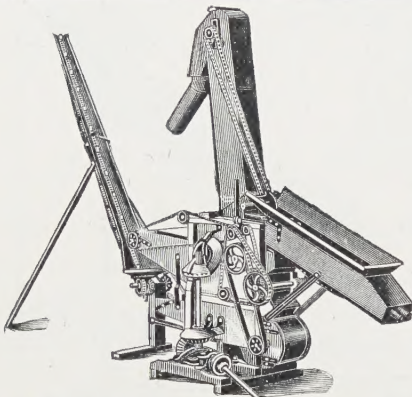
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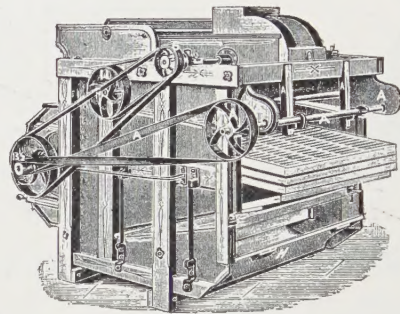
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Every machine adapted to either horse or belt power.

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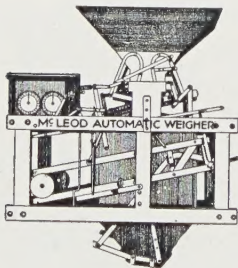
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Correct Weights
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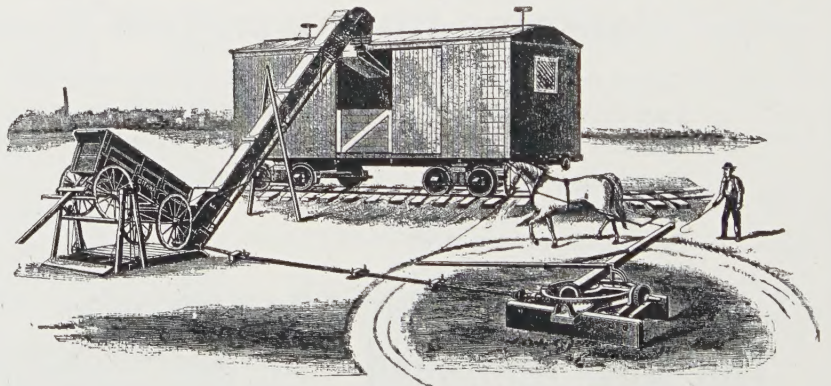
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Write for Catalog and Prices.

PIONEER Wagon Dump and Elevator



Grain of all kinds can be elevated to cars, cribs, or any part of barns. All of this can readily be done by any one who can handle a team. At stations where regular elevators are installed this machine can often be very profitably employed in busy seasons as a supplement to the regular elevator. Write for catalog and prices.

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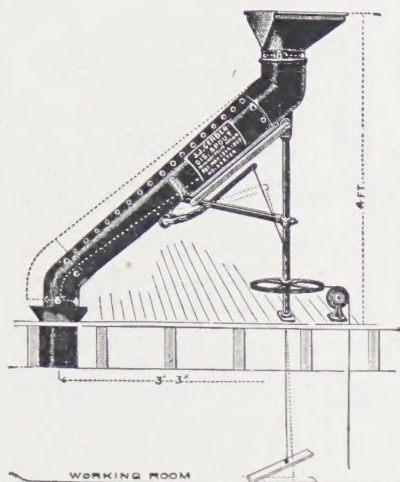
Mill and Elevator Work a Specialty.

Made of heavy sheet steel with Hopper and Elbows of cast iron. The elbow at discharge end sets into floor or funnels leading to bins making it impossible for the spout to get out of position and mixing grain.

By pressing the foot lever to the floor the end of spout is lifted out of floor funnels and can then be swung to any other bin desired and locked in place. The position of foot lever when released will show whether spout is properly seated in floor funnel or not. Can be used with or without floor funnels. Users say its the best spout in the market. Try one and be convinced.

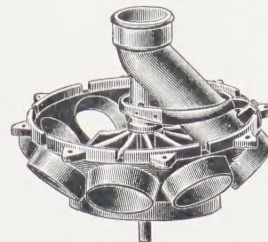
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C. D. Holbrook & Co. }
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And those who flung it to the winds like rain."

Hall Grain Distributor AND OVERFLOW SIGNAL.



**Absolutely
Prevents...**

Mixing grain during process of distribution between turn spout and bins.

**Automatically
Notifies Operator when Bin is full.**

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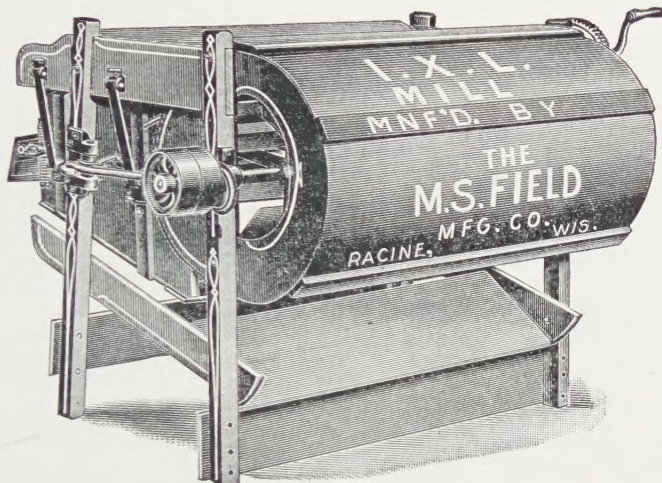
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Good Cleaner
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Large Capacity.



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Write for prices and samples.

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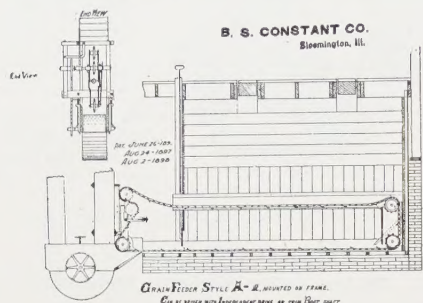
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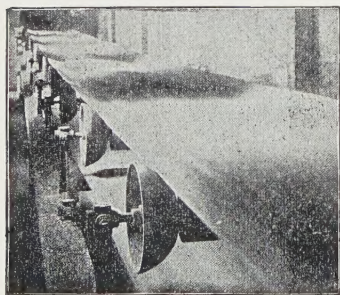
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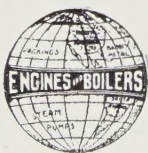
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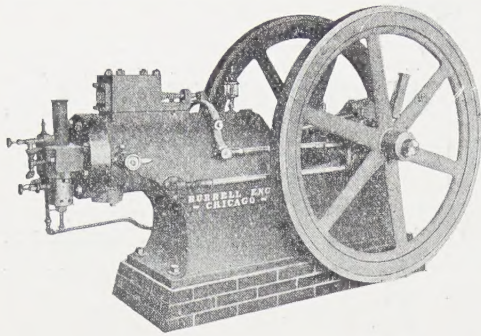
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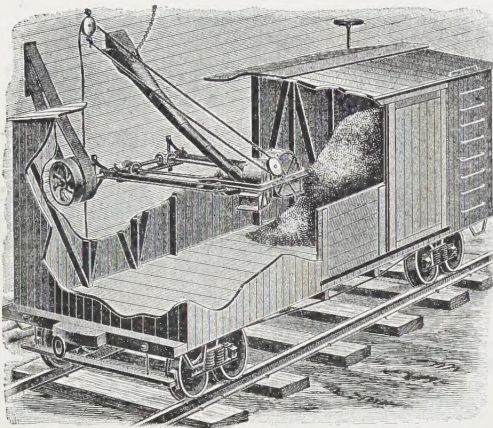
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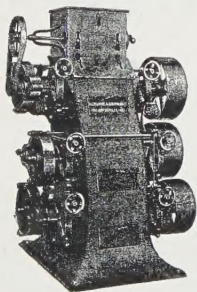
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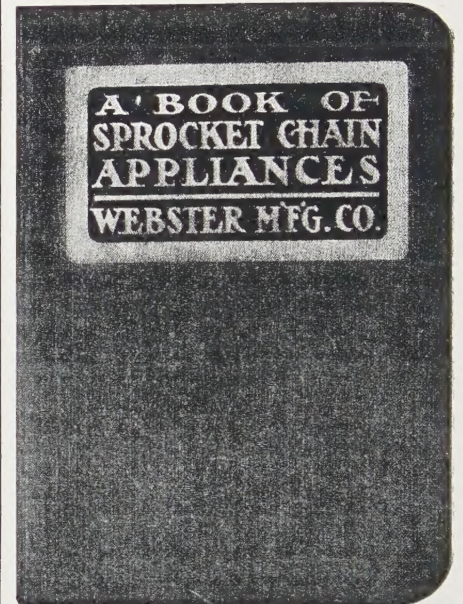
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For Country Buyers is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8 1/2 x 14 inches and at the top of the columns are printed Date, Name, Article, Gross and Tare, Number of Pounds, Number of Bushels, Price, Amount, Bin Number, and Remarks. Each page has spaces for 26 wagon loads and each book contains 100 pages, making each book contain spaces for records of 2,600 loads. The book is well printed on linen ledger paper, ruled in four colors and substantially bound in leather covers.

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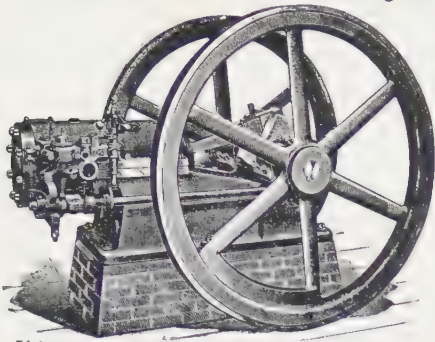


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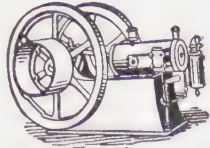
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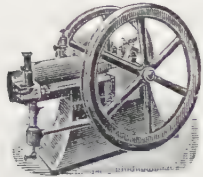
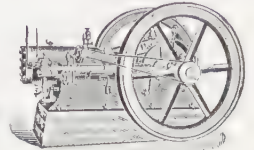
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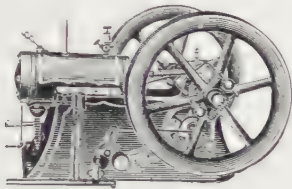
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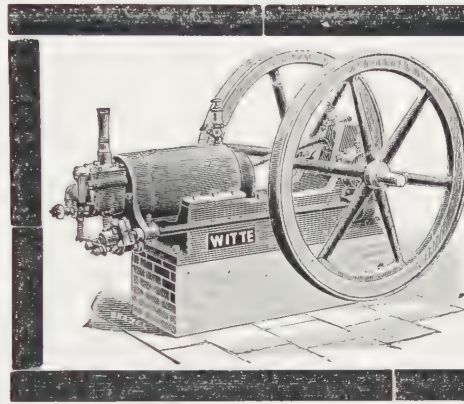
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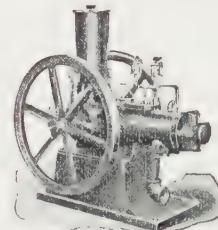
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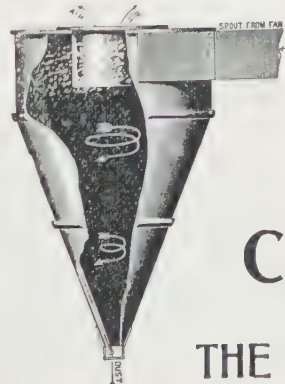
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SEEDS OR GRAIN of special grade or variety can be obtained by advertising your want here.

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We also carry the largest stock of new gas and gasoline engines in the West. Write for catalog and discounts.

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ROLLER FEED MILLS, GASOLINE AND STEAM ENGINES, new and second hand, of best makes at prices that are right. All styles and sizes. Boilers, shafting, pulleys, belting and flour mill and elevator machinery and furnishings at cut price. We corrugate rolls on best machines at large discount. Write us your wants. Jackson Manfg. Co., Minneapolis, Minn.

MACHINES WANTED.

CORNWALL Corn Cleaner wanted, No. 1 or 2. W. W. Cameron, Chester, Neb.

BELTING wanted; 125 ft. of 16 to 18 in., 3, 4 or 5-ply rubber, in good condition. Iowa, Box 2, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

MACHINES WANTED.—If you want good second-hand machines or machinery, make your want known in this department. Others have done so and secured good machines at a low price. You can do as well.

MILLS FOR SALE.

CEREAL mill of 140-bbls. daily capacity for sale, all or half interest, or lease; rare chance. C. P. Evans, 2447 Girard-av. S., Minneapolis, Minn.

70-BBL. roller mill for sale; steam, power, good order, well located in county seat 2,500 population (only mill). Splendid local and shipping trade. Bargain, \$6,000; one-third cash, balance 1 to 4 years at 8 per cent. Buy it, act quick and add electric light plant. Address E. P. C., box 2, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

HELP WANTED.

BUYER wanted, first class. State age and salary wanted. Address Christensen & Henderson, Madelia, Minn.

WANTED: Party well acquainted with the trade along the line of the B. C. R. & N. and Ill. Cent. Rys. in Iowa, who would represent prominent and reliable grain house of St. Louis on commission. Address and give references, F. W. S., box 3, care Grain Dealers' Journal, 10 Pacific-av., Chicago, Ill.

SITUATION WANTED.

SITUATION wanted as manager in country elevator; now manager of a grain company. Best of references. Address Box 88, Pauline, Neb.

SITUATION wanted in elevator; 20 years' experience; best reference. Speak German. J. S., box 3, care Grain Dealers' Journal, 10 Pacific av., Chicago.

FOR SALE-MISCELLANEOUS.

LINK BELT chain for sale; 2,500 ft. of No. 78, with attachments; good as new. Address 81 Hudson-av., Chicago.

WANTED.

IF YOU do not find what you want advertise for it here.

MACHINES not in use can be sold by advertising. Get your money out of them; get the machines out of your way; sell them and reduce your fire risk.

WANTED: Your order for a Constant Grain Feeder for your new oats house or addition. B. S. Constant Co., Bloomington, Ill.

RESPONSIBLE Maine dealer wishes to form connection with first-class Chicago shipper. M., Box 11, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

ELEVATOR SITES.

FINE
LOCATIONS
 FOR
ELEVATORS, FACTORIES,
 AND OTHER INDUSTRIES ON
The Belt Railway of Chicago.
 COMPETITIVE RATES.
 AMPLE CAR SUPPLY.
 ADDRESS B. THOMAS, PRES. & GEN. MGR.
 DEARBORN STATION, CHICAGO.

LOCATIONS FOR ELEVATORS

in Illinois, Iowa and Minnesota on the line of the

Chicago Great Western Ry.

Opportunities for men with capital to invest in paying modern elevators. No section of the country is so free from crop failures. Write for maps and full information.

W. J. REED,

Industrial Agt., C. G. W. Ry.
 604 Endicott Bldg.
 St. Paul, Minn.

LUMBER We sell to everyone at the same price, strictly wholesale rates. We will sell to anyone.

JOHN SPRY LUMBER CO.,

ASHLAND AVE. AND 22ND ST., CHICAGO, ILL.

CHAMPION CORN SHELLERS

last longer, and the expense for repairs is less than any other shellers. Many grain dealers are now using Champion Shellers put in 25 years ago. Write for descriptive circular.

R. H. McGRATH,

Established 1851.

Lafayette, Ind.

Keep Dust Out of Your Lungs



USE THE Hurd Respirator

Made of Soft Rubber Durable, light and easy to wear. Air inhaled through a thin wet sponge, and exhaled through an automatic valve. Price, \$2. each; \$20. Per Dozen.

Morley Respirator Company, Saginaw, Mich.

Reliable Insurance...

on Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

MILLER'S NATIONAL INS. CO.

205 La Salle St., CHICAGO, ILL

CHARTERED, 1865 ASSETS, \$2,721,893

NET CASH SURPLUS, \$469,382.27

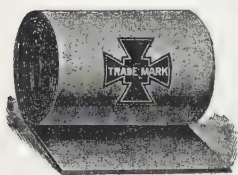
W. L. Barnum, Secy

The GRAIN SHIPPERS' Mutual Fire Insurance Association

Insures only desirable risks in Iowa, and has saved its policy holders in the past exactly 50 per cent of Board rates. For particulars, address

F. D. BABCOCK, SECRETARY,
IDA GROVE, IOWA.

Conveyor and Elevator BELTS



WE HAVE TAKEN SOME OF THE
LARGEST CONTRACTS IN
THE COUNTRY.

WRITE FOR PRICES . . .

GUTTA PERCHA & RUBBER MFG. CO. 96 & 98 Lake St., Chicago.

MICHIGAN MILLERS MUTUAL FIRE INS. CO. OF LANSING, MICH.

20 YEARS Successful Business.
Net Cash Surplus, \$220,000.00.

50% Dividends Paid 1899
1900

Insures Grain and Elevators.

Every Cent That You Put Into a Monitor Scourer Yields a Money Return.

It means money in your produce—you can always depend on perfect work, saving thereby broken grain and waste of good stock—money saved.

It means less money for repairs, because the Monitor Machines are the best that a conscientious attention to reputation can produce.

It means a long, faithful and thorough service.

You can't get a better machine, and it's odds against you that you won't get as good, anywhere.

We want an opportunity to talk to you—to show you where its good points are—what it has done—what it is doing. We want to send you some literature that will give you an opportunity to judge for yourself, and if you will write us we'll be glad to send our literature to you, or maybe send a man who knows his business, to tell you all about it.

HUNTLEY MANUFACTURING COMPANY,
Silver Creek, N. Y.

GRAIN DEALERS JOURNAL

GRAIN DEALERS COMPANY,
10 PACIFIC AVE., CHICAGO, ILL.

SUBSCRIPTIONS:

One Year, Payable in Advance, .	\$1.00
Six Months, " " " .	.60
One Copy,05
Foreign, Per Year, in Advance, .	1.50

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., JULY 25, 1900.

Be friendly, send us the grain trade news of your district.

Country dealers shud add 15 cents for exchange when paying out-of-town bills with local checks.

The only sure way to avoid suffering losses in grain speculation is to refrain from speculating.

Remind your Congressman of the many internal revenue stamps you are required to attach to grain tickets and other documents used in the grain business.

The employee, who when fired engages in the grain business to down his former employer, often squanders the money of friends in vain quest for satisfaction.

Is Editor Murray of the *Price Current* interested in bucket-shops or is it only a temporary attack of nervous strabismus which causes him to get Board of Trade and bucket-shop rights so frightfully mixed?

The bag lending nuisance is dying hard, but it is dying for sure this season. Enough of the regular dealers of Ohio and Indiana have come to their senses to deal it a death blow.

Confine your dealings in every market to members of the exchange in that market. Then when you have any misunderstandings you will be in a position to obtain fair play.

Hereafter when a Chicago bucket-shop keeper is getting the worst of the deal, he will hire a small boy to yell, "Police! the coppers are coming." The gamblers will not stop to collect their bets.

Elevator men who find it necessary to buy gasoline of the Standard Oil Trust would be pleased to know that this very poor corporation has declared another dividend of \$8 per share on its \$97,500,-

000 worth of stock. Inasmuch as this is a total of 38 per cent so far this year, it makes a very good showing for the trust, despite the \$2,000,000 fire loss it suffered July 4.

Wisconsin grain dealers are again organizing. They are not as rapid in their work as some of their brother dealers in adjoining states, but they must eventually organize for their own preservation.

The corn dealers should not overlook the fact that the increase in our corn exports last year was over 24 per cent. There is no prospect in a reduction of the foreign demand. The supply of old corn on hand is unusually small.

By placing special deposit with banker or merchant for payment of grain tickets, grain dealers can avoid payment of internal revenue tax on such ticket. It will be necessary for the banker or merchant to keep the funds so deposited in a separate box.

A foreign publication consumes six columns in asking the question: "Are American Visible Supply Figures Falsified?" No, they are not, but the visible supply reports include the grain in store in so very few markets that the reports are not of great value.

The comparative value of reports of wheat receipts at primary markets this crop year will be destroyed by duplication of receipts. Much that is received at Kansas City will afterwards be shipped to Chicago, and St. Louis will ship much more wheat to Peoria and Toledo than usual.

Grain shippers who load cars having broken or imperfect linings must expect a shortage, as unloaders will not stop to tear out linings in order to obtain all the grain in the cars. Coopering cars carefully and making sure to provide perfect and strong doors will invariably be found profitable.

We are not disposed to wrong anyone connected with the grain trade, but we will not hesitate to give publicity to irregularities or dishonest practices indulged in by any one identified with the trade. The Journal is published for the regular dealers who adopt honest methods, and in the interest of all such must expose the trickery of sharpers.

The grain dealer who insists upon farmers showing his sincerity in contracting to deliver grain at some future time at a stipulated price by placing his agreement in writing, is not likely to have many of them default on their contracts. One of the shrewdest ways of getting around the farmer's natural prejudice to placing any contract in writing has recently been brot to light by an Iowa dealer, who writes across the face of a check given a farmer as first payment for grain

that: "This is part payment for ——— bushels of corn, which grower agrees to deliver to my elevator at ——— cents per bushel, on or before ——— 1900." When the farmer indorses the check to obtain the money he acknowledges the statement written across the face of the check and is not likely to go back on his contract.

The dark corner statisticians who are always credited by speculators, who wish that statisticians' guesses may be true, are losing all standing with intelligent observers. There has been such a variety of guesses this season that experts who compile reports from two letters, a pipe and a dream are no longer credited.

The man who bets on the turning of a card, loaded dice or any other uncertain event, deposits his money with the other bettor and allows him a commission for holding the stakes, is several different kinds of a chump. That is what the gambler, who patronizes bucket-shops does every time he bets on the price of grain.

No receiver is desirous of handling the business of grain shippers who openly boast that they will show their competitors how to buy grain. The man who is in the grain business to vent his spite generally loses what money he has invested in the business in very short order. At best, he is not a safe man to do business with, and receivers know it.

The demand for feed mills in sections of the winter wheat district, where the crop has failed, promises to be better than ever before. Many inquiries for mills of this character have already been received. As there do not appear to be many second hand feed mills on the market, new feed mills will be installed despite the advance in price of from 50 per cent to 75 per cent.

An Ohio shipper, who writes from a market which usually ships considerable wheat, informs us that a little wheat has been received so far, but that it is not of much value except for chicken feed. There is much of this poor stuff in Ohio and Indiana. Dealers who buy it for shipment will not be likely to profit on the transaction unless they make a strenuous effort to curb the desire to fight over the little wheat the farmers have to sell.

The insurance journals, the newspapers and the insurance reporters of the different city dailies have devoted much space of late to telling how the insurance companies, at the mercy of the broker and agents, have lost all the way from 50 per cent to 100 per cent since the first of the year. There is no uniformity in their rates as compared with the fire hazard of the risks carried. The agents seem determined to get the business, and take much of it at any figure which will get the business. Despite the present complaint of

the stock company managers, agents et al., the mutual companies continue to insure well constructed elevators for about one-half board rates, and not one of them has been compelled to reduce its surplus in order to maintain such a record. The trouble with the stock companies is they pay entirely too many commissions. Their cost of operation is out of all proportion to the business done.

The Corn Trade News has been shedding tears because Crop Expert Snow has been reported to be speculating in grain. Editor Jones has also been charged with the same offense, both without foundation. It is but natural that speculators may hold opinions different from the experts, and should seek to weaken the influence of the expert's opinions by charging them with being prejudiced, just as they know themselves to be by their own wishes.

Wheat containing rye is not likely to grade in any of the central markets. It doesn't matter where you send it. The only safe way to handle the mixed stuff is to buy it low enough to permit a cut in the price at terminals. It is an easy matter for the farmer to cut out rye when the grain is growing, hence there is no excuse for his marketing a mixed product. As long as buyers will encourage him, however, he will continue to market rye and wheat in the same sack.

Several elevator men have recently lost elevators without losing their power plant or office. This is one of the results of complying with the requirements of careful mutual insurance companies, which grant a lower rate for insurance on elevator and contents where office and power plant are at least twenty feet distant from elevator. In the cases referred to in the foregoing it reduced the loss, as well as the cost of insurance. It pays to heed the requirements placed upon risks by insurance experts.

A remarkable publication has just come to hand from Fribourg, Switzerland. It is none other than a monthly report of the International Office for the Adjustment of Grain Prices. It is published and edited by the International Office for the Regulation of Grain Prices. It contains only sixteen pages, yet its editor is in no wise discouraged by the enormous work he has taken upon himself. He might as well strive to regulate the price of sunshine, his success would be no more probable.

Nebraska's Attorney General is seeking to gain political capital by beginning action against the Nebraska Grain Dealers Association, charging it with being a trust. This over-confident politician might next be expected to begin similar action against a church, the Farmers Alliance or the Grain Growers League,

were it not for the fact that too many voters are interested. About the same exhibition of buncombe was made in Kansas last year, but was dropped soon, as the action was well advertised by the state press.

Under the head of Cash Produce Transactions the Daily Trade Bulletin of Chicago for July 21 reported two cars No. 3 yellow corn through billed on the Illinois Central at 39¼¢, two cars elsewhere at 39½¢, three cars at 39½¢. By refusing to permit its cars to go to elevators off its own line the Illinois Central has restricted the market for grain shipped to Chicago by dealers along its line and compelled those shipping to this market to accept lower prices than were obtained for grain arriving via other lines, all of which can be delivered to any elevator in the city. The Illinois Central has fewer elevators on its tracks in Chicago than many other lines, hence such an arbitrary ruling works greater injury to country shippers using the Illinois Central than it would were other roads to attempt to enforce a similar rule. Country shippers who are alive to their own interests, will promptly protest against this illegal restriction placed upon their business. It is their right to sell grain to any one in this market and to have it delivered at any elevator, as is provided by a law approved April 25, 1871. Section 3 of that law provides, "Every railroad corporation which shall receive any grain in bulk for transportation to any place within the state, shall transport and deliver the same to any consignee, elevator, warehouse, or place to whom or to which it may be consigned or directed: Provided, such person, warehouse, or place can be reached by any track owned, leased or used, or which can be used by such corporation." The fact that the grain was billed thru might enable the Illinois Central to claim the shipment to be interstate shipments, and therefore not governed by state laws. Admitting the shipments to be interstate commerce, the action of the Central would still be unlawful discrimination in favor of the elevator men on its own line.

Politicians who have friends and relatives seeking government sinecures and fat jobs are enthusiastically in favor of a great waterway from the lakes to the Gulf. They think the Chicago Drainage Canal is a good start and the aggregate cost would not exceed \$200,000,000. How very considerate they are of the tax payers. They might just as well estimate the cost at \$800,000,000. The day of interior canals has passed and many of those which a few years ago were opened amid great promises of revolutionizing trade have already been abandoned. A few have been utilized as beds for lines of railway. Within the last five years over nine million dollars have been expended

in the improvement of the famous Erie Canal, yet it transports less and less freight, each year. The canal boatmen demand further improvements, the state's engineers estimated the cost of the desired improvements at \$60,000,000 and the railroads offered to haul all grain free for the interest on that amount. The slow going inland waterway is out of date; the canal fails to meet the wants of grain shippers, even the Mississippi and Missouri rivers have almost been deserted as far as the grain shipping business is concerned and this, too, in spite of the fact that the Government has annually appropriated many million dollars for their improvement. River or canal transportation long since lost its popularity with grain shippers. The transportation companies and canal boatmen found not enough profit in the business when they met railroad competition to warrant them to continue in the business. The business of today requires transportation facilities that can be relied upon every day of the year. The long season of ice-bound streams and the frequent interruptions by high and low water makes canals and shallow rivers unsuited to the needs of grain transportation in the latitude of Illinois.

pressing factor this week. The change in dealing them out restricted trade. Dullness led to weakness. There was an improved foreign demand on the soft spots. Speculation may be restricted until the world becomes accustomed to trading in the dark. Side-shows like New York cannot replace the main show. Chicago votes today upon a new rule about quotations. It will probably result in only five minute service. This will restrict spreading. There was a similar and prolonged fight in 1891. For the good of the country at large and the trade in particular we hope the result will be different this time. Postal Telegraph Company should embrace the chance to get the grain business. Western Union is a blind hog and beyond redemption. It would take more than months to secure rights and build a new line. C. A. King & Co., Toledo.

The report of the deep waterways commission, appointed in 1897, has been made public. It is a voluminous document of over 2,000 pages, with 141 maps and drawings. A 21-foot channel is recommended and two routes are considered between Lakes Erie and Ontario, that by way of Lewiston being preferred. Of two routes between Lake Ontario and the Hudson River the Oswego route is shorter by 208 miles, and possesses other advantages outweighing its slightly greater cost. The round trip from Chicago to New York, including terminal detentions, will take 15 days and 8 hours by a steamship making 12 1-2 miles per hour in the open lake and 8 miles per hour in the canals. The total cost is estimated at \$206,358,103. The canal will be very valuable for military purposes, being entirely within United States territory and enabling the Government to utilize the splendid facilities of lake shipyards for the construction of warships.

LETTERS FROM THE TRADE

WILL RELIEVE DEALERS NEXT WINTER.

Grain Dealers Journal: Our Association took up the repeal of the stamp tax last spring while Congress was in session and got near enuf to the throne to find out that nothing whatever would be done until after election. We were assured relief would be given next winter. James W. Sale, president of the National Hay Association.

DON'TS FOR GRAIN SHIPPERS.

Grain Dealers Journal: Don't buy damp oats at any price, unless you have money to lost and want to lose it.

Don't load cars of oats over 35,000 to 40,000 pounds, even if the quality is good.

Don't ship any oats during August and September without blowing them, even if it has to be done by hand.

The fire at the Interstate Elevator was discovered just as the house was being shut down for noon; the fire pump was started and with two men to direct the stream the wooden hood was quickly torn from the collector and the fire put out. Independent fire pumps do not get credit for half the losses they prevent; if they did every elevator man would place his power plant in a separate brick building and place a good pump beside it.

There are many opportunities to reduce the danger of fire as well as to provide facilities for extinguishing fires in their incipency.—Inspector.

STARTING BRAKE FOR GAS ENGINES.

In starting gas engines using the hot tube igniter, trouble is sometimes caused by premature explosion of the air and gas mixture within the cylinder. Men have been severely injured by the sudden and unexpected starting of the engine, being unable to let go of the fly-wheel quickly.

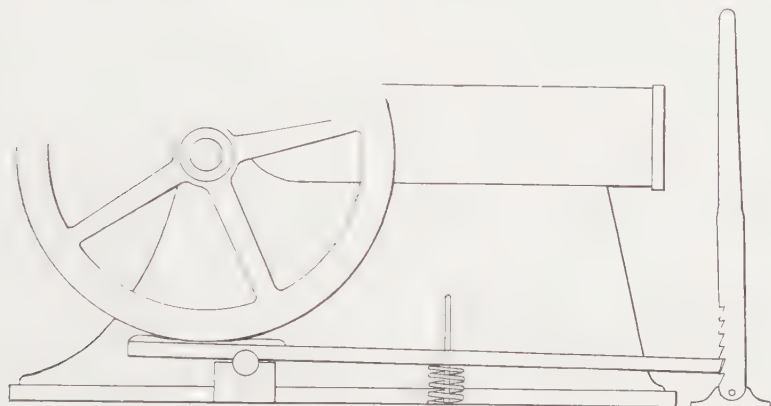


Fig. 1.

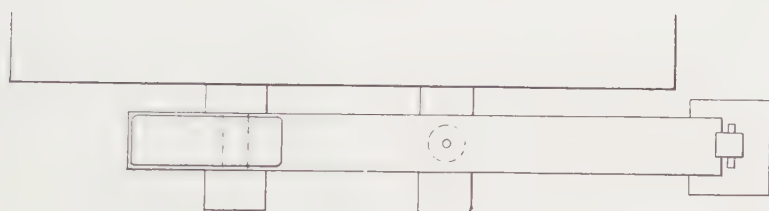


Fig. 2.

Starting Brake for Gas Engines.

Don't look at a little extra work; since \$1 spent putting oats in order may save \$10.

Don't forget to have your agent send tracer after car, and rush it thru to destination. E. A. Grubbs Grain Co., Greenville, O.

FIRE STARTED BY SPARK FROM LOCOMOTIVE.

Grain Dealers Journal: The Interstate Elevator Company of Chicago had an experience with a wooden hood over a Cyclone Dust Collector on its boiler room roof recently, which should prove a warning to others having dust collectors so covered. The fine light dust emitted from the top of dust collector will settle over all ledges and is likely to result in a fire if much switching is done near by. It is far safer to use iron covers and protect all openings with heavy wire screens.

We are indebted to E. J. Bullard, of St. Johns, Mich., for a description of the device illustrated herewith, by which the turning of the fly-wheel in starting has been done away with, and which he has successfully applied to a 15-h. p. Fairbanks-Morse Gasoline Engine used in the grain elevator of J. Hicks.

No changes need be made in the engine to which the device is applied. It consists only of a brake to hold the fly-wheel in position while the first charge is pumped into the engine cylinder. A plank, stiffened with iron bands fastened to its two edges, is supported on a spring. The end of the plank coming into contact with the fly-wheel is covered with leather on the upper side, the lower side resting on a half-inch round pin laid crosswise. The operator presses the end of the plank next the upright lever down with his foot and locks it in position with one of the notches in the

ratchet. The charge is then pumped into the cylinder. Simultaneously with the striking of a match at the igniter, the operator releases the fly-wheel by pulling the lever, giving the engine an easy start.

ASKED AND ANSWERED

GRAIN DEALERS' LIABILITY TO FARMER.

Grain Dealers Journal: Is a grain dealer legally liable to the farmer for any grain delivered at his elevator, in case of fire, even if not sold? L. E. X.

ADDRESS OF W. A. FOWLER.

Grain Dealers Journal: If you know of the present address of W. A. Fowler, formerly of Walnut, Kan., we will appreciate it if you will give it to us. W. A. Fowler advertised in your paper in September, 1898, his patent elevator and car loader, and we wish to put in something of this kind. We wrote him at Walnut. The postmaster returned the letter and noted that he had removed. Thanking you in advance for your kindness, and wishing you and your excellent paper success, we are, Wichita Grain Co., Wichita Falls, Tex.

Comment: An advertisement in the Grain Dealers Journal never dies.

HOW TO CURE BROOMCORN SEED.

Grain Dealers Journal: Is there any way to put broomcorn seed in condition so it may be binned the same as oats or wheat? When it is threshed the seed is separated from the brush before the seed has fully matured, thus leaving it somewhat green. I understand the Agricultural Experiment Station of the State has taken up the matter, and will experiment. I would be pleased to hear of the experiments thru the columns of the Journal. J. G. Hermann, Ashmore, Ill.

Grain Dealers Journal: The seed of broomcorn, when allowed to ripen, has considerable nutritive value, but since it is necessary in securing the best grade of brushes to harvest the heads green, it has been found difficult to cure the seed obtained from them. Success in preserving the green seed in air-tight silos has been reported, so that by this process a cattle food of considerable value may be obtained. The yield of seed varies greatly, and on the average probably approximates to the quantity afforded by sorghum grown for sirup. A. C. True, director experiment stations, Washington, D. C.

Rice exports during the 12 months ending June, 1899, amounted to 852,704 pounds; nearly one-half going to the United Kingdom, and most of the remainder to Mexico and the West Indies. France took 45,709 pounds.

Of the 64,916 tons of hay exported during the fiscal year ending June, 1899, 38,603 went to the United Kingdom, and 10,196 to the Hawaiian Islands. Canada, Mexico and the West Indies each took a few thousand tons.

The broomcorn exports of the United States go principally to Canada; Australia being second, and South America third. Very little goes to Europe. The exports for the fiscal year ending June, 1899, were valued at \$185,000, which is an increase over preceding years, but less than in the corresponding periods of 1892 and 1894.

MEETING OF DEALERS AT MARSHALLTOWN, IOWA.

The first meeting of the Marshalltown Division of the Iowa Grain Dealers' Association was held at Marshalltown Thursday, Aug. 2, about forty members being present.

J. King, president of the State Association, called the meeting to order at 1:25 p. m. and gave a short review of the work of the association. We have a membership representing over 500 elevators. We want to get the dealers together to adopt uniform methods of doing business. Secretary Wells has been holding local meetings about the state and getting the dealers together.

Secretary Wells was called for and responded: We have held several district meetings striving to get the regular dealers who work under like conditions into these meetings. We are not having any trouble at Marshalltown, but at some points in this district harmony does not prevail. There is some trouble brewing in the vicinity of State Centre.

One dealer was accused of going into the country to buy grain and confessed that his partner in driving about to buy stock and sell machinery had bot some grain, but had not made a practice of driving about to buy grain.

E. D. Hamlin, Des Moines: The dealer who thinks he can make money by going into the country to buy grain has something to learn.

P. J. Jacobson, of Gilman, brought down the house by his frank confession that he had permitted a farmer to induce him to pay the price ruling the night before for a load of grain. It cost me several suits of clothes and taught me a lesson. Since then I treat all farmers alike.

George Gilbert, Rhodes: If a dealer buy grain at a fair price and give honest and hauls it to town, is it not just as bad as driving into the country to buy?

W. H. Stiop, State Centre: The only corn I ever bot that way was from a woman who got a divorce and moved to Chicago.

P. J. Jacobson, Gilman: I want to buy goods at a fair price and give lowest weights. If the dealers will let the farmers sell where they want and give them honest weights, we will get the grain just the same.

M. W. Lee, Mason City: If dealers would agree on a division of the grain, fix a price and a penalty, there would be no trouble, for then if a dealer received more than his share of the grain his competitor would share in the profits. That is fair to all and stops all fighting.

P. J. Jacobson: If a dealer buys on a cent margin, can he give honest weights and make a living? He can not do it unless he handles 150,000 to 200,000 bushels each year. Why not buy on a cent and a half margin and give honest weights?

E. D. Hamlin: I did not mean to buy on a cent a bushel, but I mean that it should be uniform. The margin must be changed now and then. You can not fix an equitable margin for the entire crop.

Upon motion the opinions of those present as to what margin grain shud be bot on were given. The majority seemed to be in favor of 1½ cent a bushel on oats, altho many refrained from expressing any opinion.

P. Robinson, St. Anthony, reported trouble at St. Anthony; a fight of long standing.

A. L. Cox, representing the St. Paul and Kansas City Grain Co.: We handled about 70,000 bushels last year and Mr. Robinson handled about 125,000 bushels. We are willing to do anything which is fair or reasonable to maintain harmony in that territory. At present we are paying more than grain is worth.

P. J. Jacobson: If I had an agreement with Mr. Hamlin or any other dealer and he overbid me I wud raise him out of his pants. Be honest with one another. Stand by your agreements.

S. S. Hanson, Collins: We have some trouble at Collins. A man discharged by the Kansas City Grain Co. has been doing a scoop-shovel business. He has built a dump house which he started yesterday. He does no business in his own name.

President King: Mr. Jingles was discharged by the Kansas City Grain Co. because they checked up with him and found him short about 25,000 bushels. They commenced criminal prosecution against him, but he was acquitted. He then threatened to show the company how to buy grain and since then he has been a disturber in that market. He has nothing of his own.

E. G. Johnson, Cambridge: We have paid no attention to Collins or other markets. We pay what we can afford, as is shown by the Des Moines card. Within two weeks last winter Elwell bot 14,000 bushels of corn from territory tributary to Cambridge. I think it wud not be right for the dealers at Maxwell or Elwell to follow Collins prices. Let us pay what we can afford.

Lee Lockwood: I move that the card men be requested to bid for grain at the Mississippi river.

M. W. Lee: All of our card bids are for grain at the river.

J. W. Chambers: We wud prefer to bid you the river. The dealers will make by having river bids, that is, some bids will net shippers a trifle more than if bid net track. All of the bidders wud prefer to bid you for grain the river, as it wud reduce the opportunity for mistakes.

The motion for bids at the river was carried.

P. J. Jacobson: The man who is so careless as to let farmers or anybody see his card bids is making a mistake.

G. Gilbert, Rhodes: I think the fight at Collins shud be confined to that territory. I think the dealers at adjoining stations shud not enter the fight. Let them maintain prices.

J. W. Chambers: We will not bid any dealer, whether he is regular or not, if he is a disturber in his local market. I think no Chicago track buyer wud bid such a dealer if they were informed of the conditions.

S. S. Hanson, Collins: I have had correspondence with several track buyers and they are not disposed to bid him. His house, it can not be called an elevator, is about 16 feet from the track. I think he can not be considered a regular dealer.

N. S. Beale, Iowa: We operated an elevator and warehouse on the Milwaukee at Tama; the elevator was burned. The railroad company asked us to rebuild the elevator. We cud not afford to build an elevator and compete with the other dealer who operates an ele-

vator owned by the Northwestern. So we continued to operate the warehouse which is owned by the railroad company. Afterwards the St. Paul and Kansas City Grain Co. built an elevator on the Milwaukee and since then we have been paying close to the track price. We find it necessary to keep a good man at Tama to look after the business at adjacent stations. We will sell all to the Kansas City Co. We made over \$2,000 last year. We are willing to agree to a division or anything which will bring harmony into the market. We have refused to sell to an outsider.

It was suggested that a margin of 1½ cent on corn and oats, and 3 cents on wheat, rye and barley would enable the dealers to realize a fair profit.

Mr. Hamlin suggested that 1 cent on oats, 1½ cent on corn, 3 cents on barley and 5 cents on wheat and rye would be much fairer as a margin.

The majority seemed to favor 1½ cent on corn and oats, 3 cents on rye and barley and 5 cents on wheat.

It was the sense of the meeting that it was inadvisable to raise prices during the day as it caused dissatisfaction among farmers.

A uniform rate of storage was agreed upon. Corn and oats 15 days free, to be computed from the day the first load is received, thereafter ¼ cent per bushel for each 15 days or fraction thereof. Wheat, rye and barley 15 days free, thereafter ½ cent per bushel for each succeeding 15 days or fraction thereof.

It was moved and seconded that in buying grain from farmers for future delivery written contracts be insisted upon.

P. C. Harrison, McCallsburg: I favor written contracts. Last winter we bot thousands of bushels which were never delivered. Verbal contracts do not hold the farmer.

W. C. Walters, Toledo: I never drew a formal contract. When I buy grain for future delivery, I pay the farmer some money on the contract, that is, I give him a check for a small amount, and on the check I write that the money is partial payment for a certain amount of grain to be delivered to my elevator within a specified time. To get the money he must endorse the check and acknowledge the contract.

The motion was carried.

Secretary Wells presented the following resolution: That all members of this association when advised by the secretary, will refuse to sell or consign grain to any bidder or receiving house who insists upon buying or receiving grain from irregular or scoop shovel dealers.

Carried unanimously.

The meeting was turned into a social gathering and formality disappeared.

CONVENTION NOTES.

The spirit of compromise was foremost.

E. D. Medhus, of Dunbar, was in town, but did not attend the meeting.

A number of new members were admitted to membership.

The Grain Dealers' Journal was represented by Charles S. Clark.

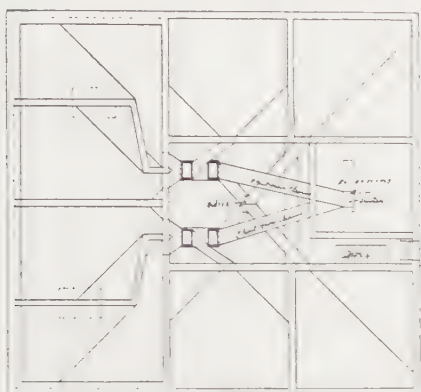
President King held the dealers close to the work formally before the house.

It was red hot, but that did not excuse the timorous dealers from attending.

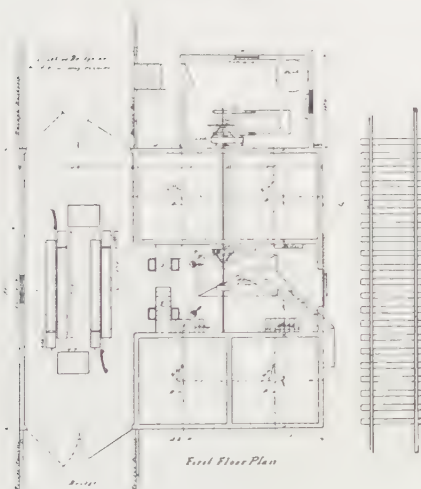
J. W. Chambers, representing the Peavey Grain Co., was there, but he left his whiskers at home.

Among those present were N. S. Beale,

Tama; Charles Belz, Conrad; G. L. Bowen, Le Grand; C. C. Buck, Garwin; C. Christensen, Garwin; N. R. Clift, Zearing; J. Connor, Tama; A. L. Cox, Marshalltown; E. R. Davis, Eldora; E. L. Erickson, Stony Centre; George Gilbert, Rhodes; E. D. Hamlin, Des Moines; P. C. Hanson, McCallsburg; S. S. Hanson, Collins; H. D. Himmel, Radcliffe; P. J. Jacobson, Gilman; E. G. Johnson, Cambridge; J. King, Nevada; A. Kubicek, Long Point; M. W. Lee, Mason City; Lee Lockwood, Des Moines; I. C. Milhous, Van Cleve; E. G. Miller, Melbourne; F. C. Nichols, Beaman; A. W. Randall, Conrad; P. Robinson, St. Anthony; W. Sleeker, Radcliffe; W. H. Stipp, State Centre;



Ground Plan.



Working Floor.

J. H. Stuckey, State Centre; B. Swenson, Roland; H. S. Thomas, Green Mountain; E. S. Troxel, Malta; W. C. Walters, Toledo; E. S. Yeisley, Chelsea.

It appears to us as if the field of uncertainty this season were limited to the unknown influences of just two factors, viz., the likely action of American and Slav farmers. For a good six months it will be safe to reckon upon the absence of India, Argentina, Uruguay, Chili and Australasia as competitors for Europe's custom.—Corn Trade News, Liverpool.

The English wheat harvest has begun and reports from various counties indicate a yield of about twenty-nine bushels an acre from just under 2,000,000 acres, which will give a total crop of 58,000,000 bushels. The acreage this year is over 50,000 acres less than last year and some 160,000 acres less than in 1898.

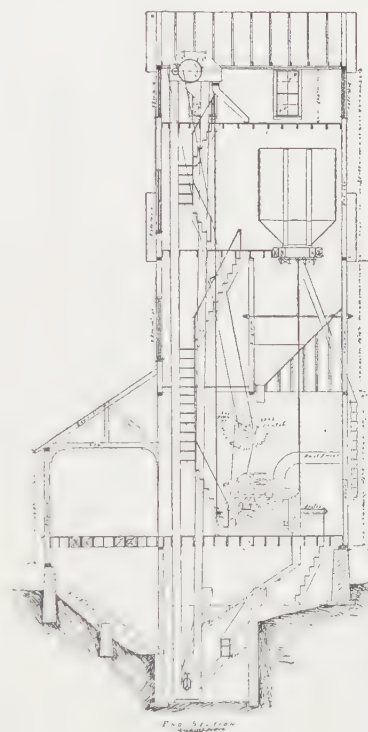
A MODEL 10,000 BUSHEL ELEVATOR.

During the last five years Oklahoma has been coming to the front as a wheat-producing district. In order to handle the large crops that are being raised many new elevators are being erected.

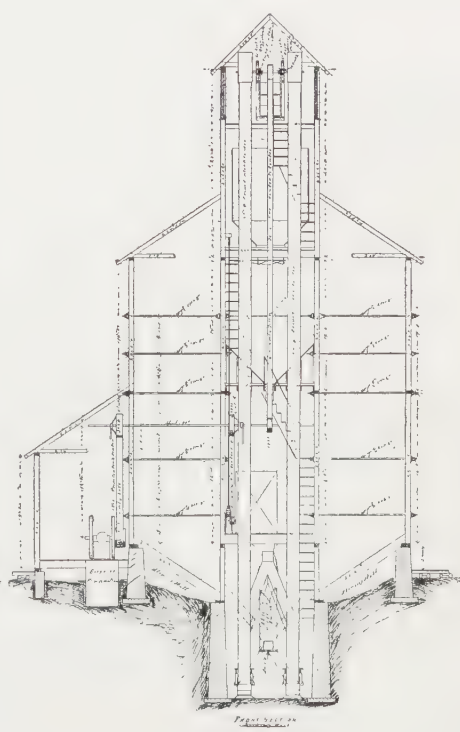
Many dealers who are locating in the Southwest are profiting by the experience of themselves and others, and are having elevators built by experts.

A poorly built and misarranged elevator is expensive at any price. A model house should be arranged for its convenient operation by one man and completely equipped for the quick handling of grain at a minimum expenditure of power.

The accompanying cuts show the plan of a 10,000-bushel elevator that is being built at Alva, O. T., by William W. Lockwood, of Winfield, Kan., for Crowell Bros. & Clark. The house is 20x30x30 feet to top of bins and 50 feet to eaves of the cupola.



End Elevation.



Side Elevation.

The house is built on heavy stone foundations and is 5 feet from the ground. One of the most noticeable features of the building is the distance from the working floor to the bottom of pit where the elevator boats are located. This permits the grain to be spouted direct to either elevator boot from all the bins and the receiving sinks under the dumps. The driveway is located in a lean-to and contains two dumps. The engine room is also located in a lean-to. Power is supplied by a 16-h. p. Fairbanks-Morse Gasoline Engine, and is transmitted to a line shaft, and from the line shaft to the elevator heads in the cupola and to the cleaning machinery on the working floor.

The house is so arranged that everything is operated from the working floor. Both elevator heads are equipped with friction clutches so that either or both stands of elevators can be operated as desired.

Each elevator head is equipped with a

distributing spout, which is operated and controlled by a lever on working floor.

A hopper scale is located in the cupola, while the scale beam is on the working floor. Having the hopper scale located so high in the elevator gives a good fall to the grain for loading cars, and reduces the trimming.

An Eureka Double Receiving Separator is located on the working floor. From its outlet is a spout running to the down side of the elevator legs. The spout is equipped with a switch so that the cleaned grain may be diverted to either leg.

The spouts from the bins on the opposite side of the house from the elevator legs, run into a bifurcated spout, which spouts the grain from this side of the elevator to be diverted to either stand of elevators. The operation of this switch is controlled from the working floor. All basement floors and sloping walls to joists are cemented in such a manner as

to prevent rats from forcing an entrance into the elevator.

This elevator was designed especially for convenience and economy in handling grain. Such elevators are not the cheapest in the matter of first cost, but are operated with about one-half the help and power usually required. Then, too, they always stand up under their loads, all of which makes them the least expensive in the long run.

John Wade & Sons, Memphis, Tenn.: We are very much pleased with our advertisement in the Grain Dealers' Journal, as we are getting a number of answers.

Thomas W. Wise, grain dealer and miller of Sydney, New South Wales, is making a tour of the United States to study improved grain handling methods. At present the large crops of that country are handled in bags. Mr. Wise on his return will install improved machinery.

GRAIN CARRIERS.

The Atchison, Topeka & Santa Fe handled a very heavy east-bound grain traffic during July.

The Pere Marquette Railroad Co. has let the contract for a car ferry to run between Ludington, Mich., and Manitowoc, Wis.

Captain Alex McDougall will soon launch three boats at St. Louis for the new company which is engaging in Mississippi River transportation.

Work on the Oklahoma City and western extension of the St. Louis & San Francisco will begin as soon as the terminal line at Oklahoma City is built.

Ocean freight rates are rising. Various German steamships have been withdrawn from the trade by the German government for transport service to China.

A rate war is expected at Chicago, the large grain traffic handled by three east-bound lines having given rise to the suspicion that they were secretly cutting rates.

The Indiana, Illinois & Iowa has built 13 miles of road from McNabb, Ill., to the Illinois River, and will continue the extension 10 miles further to a junction with the Chicago & Northwestern.

The Chicago, Rock Island & Pacific has completed arrangements for the construction of 360 miles of road between Liberal, Kan., and White Oaks, N. M., which will give the company the shortest route between Chicago and Los Angeles.

The Wabash Railroad contemplates building a line between New Haven and Butler, Ind., to connect the main line with the Toledo branch. Three surveys have been made, and construction will begin as soon as the bonds can be sold at a fair price. This connection will complete the Detroit-St. Louis thru line.

The order of the Illinois Central Railroad prohibiting the switching of thru-billed grain to any elevator situated elsewhere than on its own line, has called out various protests from receivers and shippers at Chicago. The directors of the Board of Trade have been petitioned to obtain a cancellation of the objectionable order, which is contrary to the laws of the state. If continued it will force dealers on that line who ship to Chicago to accept less than is paid for grain arriving by other roads.

The rivers of Russia afford a splendid system of internal transportation. European Russia has 33,046 miles of navigable rivers and 870 miles of canal. Plying on the Russian rivers during 1899 were 2,640 steamers and 20,580 other vessels. During the last year 603 additional steamers were built and 27,271 boats added to the river flotilla. The greater number of these is destroyed each year after discharging cargo at tide-water.

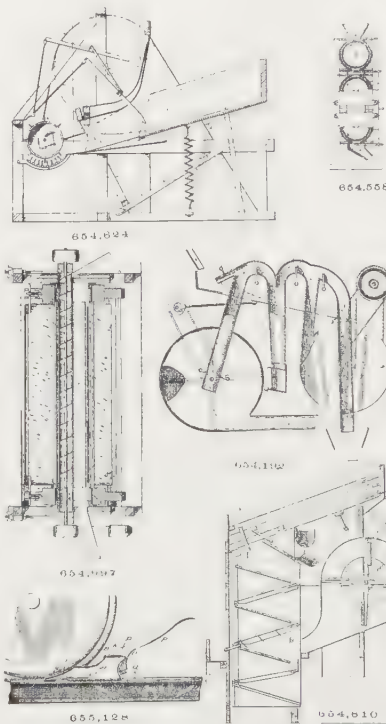
The Davenport, Rock Island & Northwestern Railroad is to be extended this year from Moline to Galesburg, Ill. A new center of transportation favorably located for the grain trade is being established at the confluence of the Rock and Mississippi rivers. The new D., R. I. & N. R. R., the new bridge over the Mississippi, and the Hennepin Canal, not yet completed, are the principal factors in the new importance of this locality.

Grain rates from Duluth to Buffalo have declined to 1 1-2 cents on wheat, an extremely low figure, and 1-2 to 1 cent

lower than the rate from Chicago. This unprecedented condition caused the daily press to announce that Duluth was taking the grain trade from Chicago, whereas the truth is the reverse. Rates are extremely low from Duluth because very little grain is offered at that point, there being but 10,000,000 bushels visible and a weekly movement of only 1,000,000 bushels. The Northwest crop has been reduced by unfavorable weather, and most of what wheat is harvested will be required by the millers, leaving much less than usual for shipment. Lake grain carriers are avoiding Duluth and seeking other ports. The grain that is shipped at these unprofitable rates is taken by line steamers with established routes.

PATENTS GRANTED

Louis A. Hoerr, of St. Louis, Mo., has been granted letters patent, No. 654,979, on a car door.



John W. Carmack, of Dyersburg, Tenn., has been granted letters patent, No. 655,058, on a hay press.

Stephen Messerer, of Newark, N. J., has been granted letters patent, No. 654,996, on a gasoline motor.

Peter K. Dederick, of Loudonville, N. Y., has been granted letters patent, No. 654,137, on a baling press.

Cyrus E. Smith, of Fall River, Mass., has been granted letters patent, No. 654,851, on a sprinkler head.

William H. Stratton, of Hartford, Conn., has been granted letters patent, No. 654,188, on an automatic sprinkler.

Charles Wetherwax, of Best, N. Y., has been granted letters patent, No. 655,174, on apparatus for use in treating flax straw.

Winfield S. Livengood and Gabriel Livengood, of Kansas City, Kan., have been granted letters patent, No. 654,800 on a baling press.

Edward J. De Courcy and Robert

Crawford, of Belfast, Ireland, have been granted letters patent, No. 654,955, on machinery for scutching and cleaning flax.

Andrew Grow, of Queensville, Ind., has been granted letters patent, No. 654,624 (see cut), on a feeder attachment for clover hullers. The attachment consists of a feed table or hopper, supported on pivoted bars and deriving a reciprocating motion from the crank shaft.

Rosia W. Welch, of Baltimore, Md., has been granted letters patent, No. 654,558 (see cut), on a rice decorticating machine. A series of decorticating cylinders is arranged one above the other within a frame-work. Concaves surround each cylinder and provide a passage from the top to the bottom of the machine.

Louis C. Meyerott, of Evansville, Ind., has been granted letters patent, No. 654,997 (see cut), on a dust collector. A revolving drum has longitudinal openings in its periphery, a plurality of filtering cloth compartments secured with their inner open ends on the peripheral surface of the drum, a screw conveyor, and brushes secured to the inner face of the drum.

Charles P. Taylor and George W. Oglesby, of Elberton, Ga., have been granted letters patent, No. 655,128 (see cut), on a car mover. As usual in devices of this class the power is applied by means of a lever to the rim of the wheel. The operating lever has a cam head pivoted to a frame and adapted to exert a vertical downward pressure on the rear end of the thrust bar. The thrust bar has a centrally disposed rocker bearing for direct contact with the rail.

John L. Toliver, of Cortner, Tenn., has been granted letters patent, No. 654,102 (see cut), on a grain scouter and cleaner. The casing at the right contains the scouring and cleaning mechanism, comprising a shaft, spiders thereon, rims, with rubbing blades pivotally connected to the rims of the spiders, and springs attached to the rims and bearing outward against the rubbing blades. The casing at the left contains the fan, drawing air from the depending discharge leg and the head of the riddle.

Samuel R. Culp, of Webster City, Ia., has been granted letters patent, No. 654,610 (see cut), on a grain cleaner and separator. This machine is designed to separate wheat and oats from mixtures of the two. Four sieves are used, the third having openings intermediate in size between the first and second, whereby a grade of mixed grains of substantially uniform size is produced, a fourth sieve to which this grade is delivered, and a fan for passing air thru. The larger oat berries travel over the first sieve while the wheat falls thru. The second sieve separates imperfect grain and impurities. The third sieve removes a second grade of oats. The wheat and the smaller oats fall upon the fourth sieve, where the wheat and oats are separated according to weight by the blast of air from the fan.

United States Scale Co., Terre Haute, Ind.: Please discontinue our "For Sale" advertisement, and send bill. It has sold us out of second-hand scales.

Elevator proprietors will confer a favor on the traveling representatives of commission firms by displaying their name on a large sign in view of the car windows, and assist farmers in getting grain to the right window.

THE IMPROVED EUREKA OAT CLIPPER.

In these days of close margins, it requires the utmost care, close attention and skillful manipulation of elevator operators to hold their own, let alone obtaining a margin of profit. Corners must be cut, and economy of handling be the rule. In no way can a more pronounced saving be made than in a close investigation, and judicious selection of the necessary cleaning and oat-clipping machinery.

Old style machines, of limited capacity, are back numbers, and an expensive luxury. There is no reasonable grounds for retaining such machines, as the standards of today can be bought for reasonable prices and soon pay for themselves. Many elevators equipped years ago with the then leading machines are today running along regardless of the many money-saving improvements of the modern clippers and cleaners. Wasted power and small capacity are only two of the essential points of weakness found in old machines. Power costs money. The best machines are none too good for the smallest house.

In connection herewith we beg to state that a new oat clipper has lately made its appearance in the market, and if the claims made for this machine are true, it is bound to be a winner. The Improved Eureka Oat Clipper is a late production from the factory of the old, well-known and reliable S. Howes Co., of Silver Creek, N. Y. The fact that this concern stamps it with its seal of approval is pretty fair evidence as to its merits. The illustration of this clipper gives a fair idea of its construction. It will be seen at a glance that it is radically different from anything heretofore offered.

The shoe of the machine runs lengthwise, thereby acting as a counterbalance to the revolving cylinder, and enabling the machine to run with the utmost steadiness. The boxes of eccentric shaft that drives the shoe are secured to frame, doing away with the high bracket boxes which are said to be an element of weakness and uncertainty. The shoe, which is of extra large size, enables the operator to obtain ample capacity without resorting to large perforations. Two eccentric boxes on shaft and heavy steel springs give the shoe a positive and steady motion. The shoe is equipped with an upper and lower seed screen.

An essential feature is the fan arrangement. This fan is placed on an independent shaft, and is driven from the cylinder shaft. This gives the operator an opportunity to increase or diminish the speed of fan without in any way interfering with the speed of the clipping cylinder, and also allows of a perfect distribution and control of the air separations. The clipping cylinder is larger in diameter, and longer than is usual for machines of this type.

Another prominent feature is in the discharge leg or spout. This spout instead of being small and contracted, is made the full width of the machine, and the flow of oats is controlled by a weighted valve. This valve causes the oats to discharge in a comparatively thin even stream the full width of the spout, and the current of air passing through acts on all alike.

The oats are fed to cylinder at head of machine instead of the side. The machine is strongly built and very compact, but all its parts are accessible. The capacity claimed for the machine is high. To give perhaps a better understanding

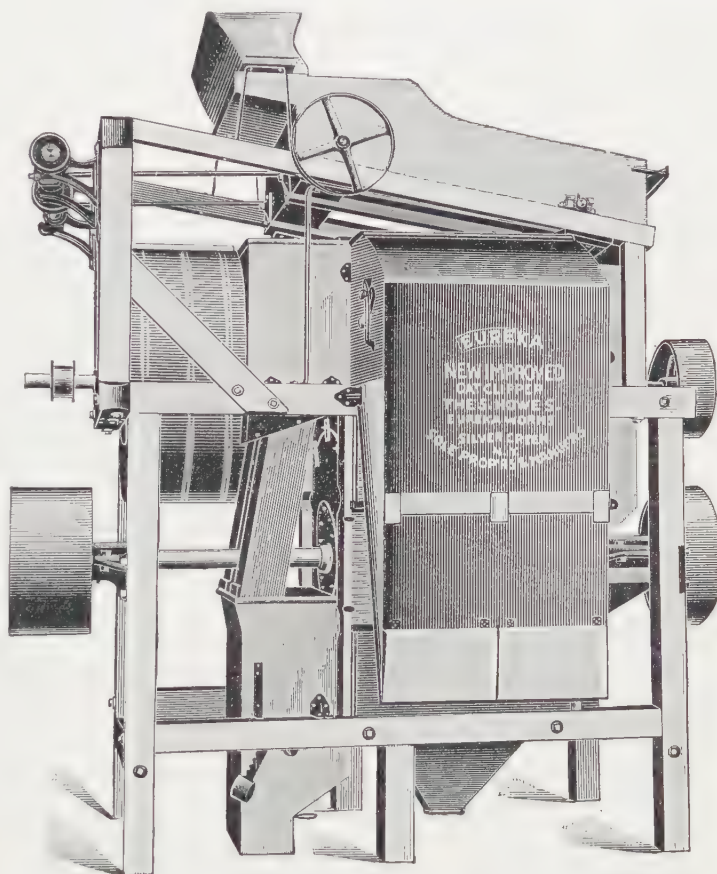
of the matter we will quote the manufacturer's own words: "This Improved Eureka Oat Clipper was not designed on the spur of the moment, but is the result of careful study, and a long series of experiments. We realized that the trade was ripe for an improved oat clipper, one that, while doing the work thoroughly, would still give a greatly increased capacity over anything yet made, and we were determined to have it. We spared no expense, and are pleased to say our desires have been accomplished. After months of experimenting, changing and rechanging, we finally had the machine down pretty fine, and placed several, where we had them under our personal supervision, ready and willing to correct any defects that might appear.

Chicago and western elevator operators can get prompt information from Mr. B. F. Ryer, general western manager, 11 Traders' Building, Chicago.

CROP REPORT ONLY A GUESS.

The Cincinnati Price Current's wild guess of 550,000,000 bushels of wheat for 1900 crop has met with much scorn and laughter. Frank I. King, of C. A. King & Co., writes in their daily market letter as follows:

About a month ago the national, state and most private reports indicated that the wheat crop then promised to be from 475,000,000 to 500,000,000 bushels. There has been a slight improvement since. Prices were around the top when the



The Improved Eureka Oat Clipper.

The results of these careful proceedings is that we are now enabled to offer the machines to the trade, with the most perfect confidence, well knowing that they will fulfill our strong guarantee, and also knowing that at the present time they stand without an equal. A thorough test in one of the principal elevators in Chicago demonstrated the machine was readily capable of handling 2,500 bushels per hour, was very light running, and by all odds the steadiest running machine in the house. It is a success of the biggest kind. As to construction, there is not a particle of lumber, iron or steel that enters into the construction but is of very high grade, and the workmanship is all that the most exacting could ask. The cylinder case is a new mixture of irons known to us alone, giving to the case great strength and wearing qualities."

Cincinnati Price Current jumped to the rescue of the bears and foreigners. It said the crop then indicated 550,000,000 bushels. We watched its detailed reports to see what the guess was based upon. Their issue of July 19th contained only 94 crop reports—none from Minnesota or the Dakotas, only thirteen from Ohio, which has 88 counties; eleven each from Indiana and Illinois, which have 92 and 102 counties. We wrote Editor Murray we would esteem it a favor if he would say about how many reports he received each week. He ignored our letter. We asked again. He replied that it was not necessary to furnish us the information we desired.

He is right. It was unkind in us to ask him to show his hand. He has been bluffing so long that he probably thought nobody would have the audacity to call

him. He would gladly tell how many reports he received if he had nothing to conceal. He is ashamed to confess that he receives only a few dozen of reports each week. This is all he publishes. Weather Bureau issues a weekly crop report every Wednesday morning. This gives him ample time to prepare his weekly guess for Thursday. Our spring crop reports contain nearly four thousand replies from only six states. We cheerfully give the details with the report. We do not try to bunco the public.

SUITS AND DECISIONS

An employe, who, after having had opportunity to become acquainted with the risks of a situation, accepts them cannot complain if later injured by exposure to them.

H. H. Emminga, of Golden, Ill., has brought suit against the Western Union Telegraph Co. to recover \$200, the loss resulting from the non-delivery of a cablegram relating to a sale of flour.

A Canada court has decided, in a recent case where the Lake of the Woods Milling Co. sought to garnish the insurance money of a burned-out debtor, that insurance money is not garnishable until the loss under the policies has been adjusted.

Milmine, Bodman & Co., of Chicago, are defendants in a suit for \$15,000, brought by Mrs. Elizabeth Hardinger, of Overton, Neb., under the gambling statute, on account of \$5,000 lost by her husband while speculating in wheat futures during March, 1899.

In a general average adjustment no deduction is to be made from freight charged against the cargo owner because the cargo has been subjected to particular average charges for salvage. The Eliza Lines, 102 Fed. Rep. (U. S.) 184.

Where a bill of lading for a shipment of sugar recited the receipt of the sugar in apparent good order and condition, and stipulated for its delivery in like good condition, proof that it was delivered in a damaged condition casts upon the vessel the burden of showing either that it was not in good order when received, or that it was damaged thru one of the perils excepted in the contract. *Argo Steamship Co. vs. Seago et al.*, 101 Fed. Rep. (U. S.) 999.

It was held in *Clement vs. Durocher*, 16 Rep. Jud. Que. C. S. 479 that the seller of grain to be delivered at a railway station and paid for by sight draft, accompanied by bill of lading, may refuse delivery where the purchaser asks to be allowed to retain part of the purchase price and pay the same later if all is correct.

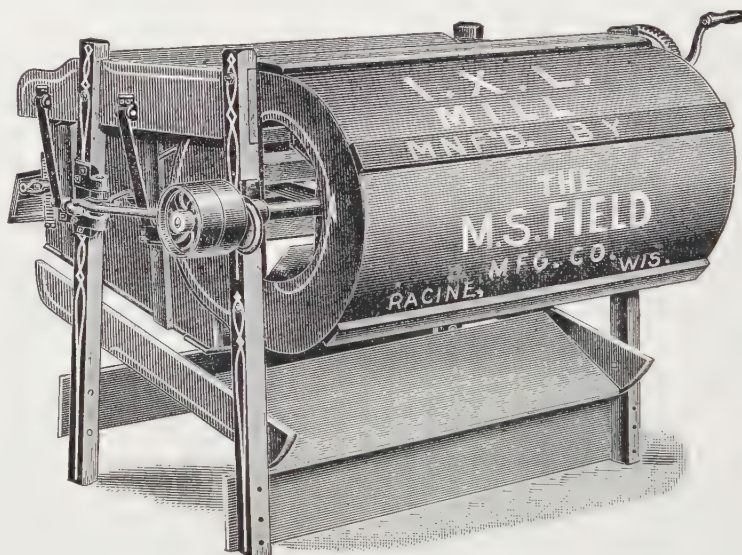
A receipt given for the payment of storage after the storage has ceased is not taxable as a warehouse receipt, but a bill for storage rendered at the time the goods are received on storage, or during the continuance of such storage, is an acknowledgment that certain goods have been received and are held on storage, and requires a 25-cent stamp as a warehouse receipt. It should perhaps be added to the above, for the sake of abundant clearness, that if any other form of warehouse receipt has been issued and stamped in any case where a bill is rendered the bill itself would not be taxable as a receipt. Following the opinion of the Attorney-General, the ruling of this office is that any instrument is a ware-

house receipt that is issued by a warehouseman, and from which the fact that certain goods, merchandise, or property are deposited in his warehouse and held on storage for some particular person or persons can be reasonably inferred.—G. W. Wilson, Commissioner of Internal Revenue.

THE I. X. L. WAREHOUSE FANNING MILL.

This year cleaning machinery will be in demand for the shortage of the wheat crop will make it imperative that good separations be made. The elevator man who cleans his grain before shipment will be out of pocket if he allows too much good wheat to go into the screenings. A good cleaner is always a profitable investment.

It is poor business policy on the part of a grain dealer to ship his grain to a terminal market without first removing the dirt, bits of cobs, straw and light grains, for this foreign matter is generally what causes the grain to be graded low.



The I. X. L. Warehouse Fanning Mill.

Grain that does grade low at terminal markets is usually the bone of contention that causes hard feeling between shipper and receiver. Hence it behooves the grain shipper to install a good cleaner in his elevator and know that every car of grain he ships is up to the grade he sells; he is then in a position to demand proper inspection and full returns for his grain.

The accompanying cut shows the I. X. L. Warehouse Fanning Mill, which is manufactured by the M. S. Field Mfg. Co., Racine, Wis.

The members of this firm have long been identified with the manufacturing of grain-cleaning machinery, and this practical experience has enabled them to place on the market a machine that embodies all the principles necessary for successful work.

The warehouse mill is strong and durable, and is so constructed as to require a minimum amount of power for operation. It has a very large cleaning capacity.

As will be seen by the cut, the blast is applied direct to the sieves without any obstruction. The drum is covered with sheet steel.

The irons are made very heavy with long bearings, which can easily be oiled. The shoe is operated by eccentrics, and the shake is easily adjusted from light to heavy. The mill is made of the very best hardwood, and is provided with one tight and one loose pulley. The mill is equipped with two wheat screens, a barley sieve, an oat or corn sieve and screen board.

Attachments are made for use in cleaning flax, timothy and clover, but for ordinary use the sieve and board answers.

These mills are made in all sizes with capacities up to 400 bushels per hour.

SEEDS.

The directors of the Wholesale Seed Merchants League met at the Astor house, New York, Aug. 8.

The A. A. Berry Seed Co., of Clarinda, Ia., is building a wholesale seed warehouse and salesroom.

The Springfield Seed Co., of Spring-

field, Mo., has increased its capital stock to extend the business.

Seed exports from New York for the week ending Aug. 4 included 48 bags of clover seed and 1,800 of timothy seed.

The Ohio Department of Agriculture reports the clover seed crop of 1889 at 350,000 bushels, grown on 732,169 acres.

Chicago received the first seed of the new crop Aug. 1. It was some fancy timothy from Iowa and sold at \$3.60 per 100 pounds.

The visible supply of clover seed is smaller than a year ago or two years ago. The prospects in the United States are for a moderate crop.

The exports of timothy seed during 1899 amounted to 16,149,000 pounds, compared with 10,328,000 pounds in 1898 and 16,733,000 pounds in 1897.

Exports of clover seed during 1899 were 19,980,000 pounds. The smallest exports during the past ten years were those of 1893, when we shipped 8,189,000 pounds, and the largest were those of 1894, when we shipped 45,418,000 pounds.

C. A. King & Co., Toledo, O., Aug. 4: Weather in the near future will have considerable effect on the crop of clover seed. Dry is needed. The crop promises

to be short, but how much is still an open question. Some sections expect more seed than last year, while others will have less.

Quite a few samples of new timothy seed were shown, and bids asked for. They are generally of a high standard quality, better than seen in several years. Bids were put on a number of these lots, and were in a number of cases accepted. New seed also was at a premium over old. Buyers seemed to favor purchasing the first new seed ready, it being presumably the best of the crop; it sometimes turns out that way.—Trade Bulletin, Chicago.

J. F. Zahm & Co.: Some shippers buy and ship alsike and don't make any money on it. The reason is they are too careless about examining the seed and pay too much. If they do this and always keep a duplicate of what they send, it will help them a great deal. No. 2 alsike sells all the way from \$6 to \$7.25, although it takes a good article to bring over \$6.50 at present. Don't figure on getting \$7 either. Of course you might get that, but is it not much nicer to buy it on a basis of \$6.25 and have it sell for \$7? Look out for the alsike that is badly mixed with timothy. We also get some mixed with clover. This mixed stuff sells all the way from \$2.50 to \$5. We have not heard of any alsike grading prime this year. The quality of the receipts and the samples we receive seem to be growing worse every day.

Andrew Geddes, chief clerk of the Department of Agriculture, says: Very little European clover seed finds its way to America, and it is thus impossible to make a definite statement of its purity as the result of our own investigations. However, the Department of Agriculture secured this spring twenty samples of European clover seed for experimental purposes. The average purity of these was 93.49 per cent. The average purity of one hundred and fifty samples of American clover seed of all grades sold on the American market during the past winter was 95.5 per cent. The charge that the product from the American seed is inferior to that from the European seed is a more serious one, inasmuch as it is made by the greater number of workers in the seed-control stations. There are, however, notable exceptions. Dr. Nobbe, of Tharand, has always maintained that the American clover was of good quality; and in a recent issue of the *Deutsche Landwirtschaftliche Presse*, Dr. Kirchner, who had previously maintained that American clover was inferior, gives the results of tests that clearly shows the American product to be better than the European. The explanation of these conflicting reports is doubtless that the American seeds used in these tests did not all come from the same part of the United States and were of varying quality. Experiments are now being carried on under the direction of the Secretary of Agriculture to determine the relative value in the United States of clover seed of European and of American origin, and these will probably be followed by extensive tests to determine the value of seeds produced in different sections of the United States.

Wheat receipts at four winter and four spring grain markets during the five weeks ending Aug. 6, as compiled by the Cincinnati Price Current, have been 26,132,000 bushels; compared with 24,330,000 bushels a year ago. Do not overlook the fact that some wheat has been received in two markets.

BOOKS RECEIVED.

THE BUCKET SHOP EVIL is the title given to No. 4 of "Grain Trade Talks," by Edward G. Heenan. The issuance of this interesting booklet is timely and will serve to set the Board of Trade before the grain dealers and millers of the country in the right light, despite the persistent carping of the friends of the bucket shops. The bucket shop and the methods of keepers are clearly described, and opinions of different authorities regarding the bucket shops' work and influence are quoted. Extracts are also given from the decision of Judge Tuley in the case of the Board against Kansas City's big bucket shop. Everyone identified with the grain trade in any capacity should read this booklet and get a clear understanding of the illegal institutions which the Chicago Board of Trade is trying to drive out of business. Copies will be mailed free on application to Ware & Leland, Chicago.

THE SUPPLY TRADE

Sprout Waldron & Co., Muncy, Pa., write: Our Attrition mills are especially adapted for grinding corn and cobs.

The Frost Mfg. Co. is building extensive shops in the outskirts of Galesburg, and will soon have one of the best equipped plants in the country.

The Johnson & Field Mfg. Co., Racine, Wis., has its exhibit of warehouse fanning mills on the third floor of the Agricultural Annex at the Paris Exhibition.

H. Kurtz & Son, Sac City, Ia., write: We now have the manufacture of our improved elevators on a practical basis and are in a position to furnish them on short notice.

The C. M. Seckner Engineering Co., Chicago, reports that this has been an exceedingly good year for elevator building, and that it has several large elevators in course of construction.

The best pump in the world can not lift water from a dry well, but there is water down lower and a dry time is the best time to dig for it. Ads in the Grain Dealers' Journal bring much business to the surface.

A bill is before the English Parliament, requiring all firms doing business under names other than their own, to register their correct names with a proper official. The idea is to prevent fraud and promote commercial integrity.

Book on Mills is the title of a very seasonable catalog of burr stone and roller grinding mills. It contains full descriptions of the different mills manufactured by the Nordyke & Marmon Co., Indianapolis, Ind., and will be sent for the asking.

Ware & Leland, with their accustomed enterprise, have sent a handsome illustrated brochure entitled "Chicago 1900" to their many friends. It is designed especially as a souvenir of the 34th annual encampment of the Grand Army of the Republic.

The Viceroy of India cables Aug. 7 that a decided improvement in the crop prospects had taken place during the last ten days through the sudden, and opportune renewed advance of the monsoon. Ample rain has fallen for the present agricultural requirements in Gujerat, and the greater part of Rajputana and Central India, and sowing is being actively prosecuted, so far as the scarcity of plow bullocks permits.

COBS.

France is said to have enacted a law permitting exports of breadstuffs to be made against imports of produce from French colonies.

Japan has in operation three or four American-built flour mills, and considerable wheat is being imported from the United States.

General rains in India recently have immensely improved the prospects for the crops. The famine areas have been generally benefitted.

Turkey has changed the duty on imports. The tariff on wheat is \$1.32 on 100 kilograms, on barley, oats and millet, 88 cents per 100 kilograms.

The first cargo of grain ever shipped from Baltimore to Russia was that of 96,346 bushels of corn taken July 12 by the steamer Thurston for Archangel.

Every grain dealer can improve his market and increase the number of his acquaintances by having his name painted on his elevator where it can be read from the car window.

A corn picking and husking machine has been invented by August Steiner, of Homewood, Ill., and will be manufactured by the Port Huron Mfg. Co., of Port Huron, Mich.

English farmers are suffering a scarcity of harvest hands. On applications from the agriculturists soldiers are sent as harvest hands from the military depot at Dorchester.

The fame of Grain Trade Talks by Edward G. Heenan, is already international. Recently Ware & Leland received a request for copies from Prof. Dr. Ruhland of Fribourg, Switzerland.

Wheat receipts at 8 primary markets for the week ending July 14, as compiled by the Cincinnati Price Current, were 2,774,000 bushels; compared with 2,396,000 bushels for the preceding week, and 4,981,000 bushels one year ago.

No wheat has been exported from India since Oct. 1, 1899. Between Aug. 1, 1899, and March 31, 1900, more than 2,000,000,000 pounds of rice and other food grain have been imported into India for distribution in the famine districts.

The "Bucket Shop" war will be interesting from this on. Only 22 of them "punched" today in Chicago. If this evil can be abolished, the markets will be much healthier. These shops are nothing but "Faro Banks," simply using the quotations of legitimate exchanges instead of a deck of cards. J. F. Zahm & Co., Toledo.

A NARROW ESCAPE.

Kansas Farmer—"I had a close call on the road in. Ye see, my coupon thumb ain't well yet and I couldn't grip the reins, and the team got pretty gay owin' to my havin' a lighter load 'n usual."—Chicago News.



GRAIN TRADE NEWS.

CANADA.

An elevator is being built at Renfrew Ont.

An elevator is being erected at Indian head, Assa., by the Ogilvie Milling Co. Canadian grain men are interested in the failure of Angus Bros., grain merchants of Glasgow, Scotland.

Charles C. Castle has been appointed warehouse commissioner for Manitoba under the new grain trade inspection act.

Baker & Reid, grain dealers of Winnipeg, Man., are erecting two 25,000-bushel elevators at Pilot Butte and Craven, on the C. P. R.

The elevator at Quebec which was recently purchased by R. R. Dobell is to be used in handling grain arriving over the Great Northern Railway.

Ontario wheat growers are said to be introducing a winter wheat to replace the spring variety. It is believed the heavy snows will protect the fall sown grain.

J. A. Jamieson, elevator architect, who has built the Canadian Pacific elevators at Montreal, St. John, Portland and Coteau, has established an office in the Montreal Board of Trade.

The Imperial Starch Co., of Prescott, Ont., contemplates putting in a 500-bushel starch and 500-bushel glucose plant. The promoters are George Archibald and Hugh Blain, of Toronto.

The Manitoba government crop bulletin, issued Aug. 6, shows that 348,819 acres of wheat have been destroyed, and the remaining acreage is 1,457,369. It is estimated to yield $7\frac{1}{2}$ bushels to the acre, or 10,938,000 bushels. This is about half of last year's crop.

S. A. McGaw, secretary of the Dominion Elevator Co., who is better qualified to speak of the Northwest crop conditions than any other man, says: "I think that the wheat crop of Manitoba and the Territories will fall a little short of 15,000,000 bushels, against 34,000,000 for last year. I may say, however, that the considerably increased acreage, in both the province of Manitoba and the Northwest Territories, over that of last year will help us out to a very great extent."

The Montreal Elevating Co. has replied to the Montreal Corn Exchange respecting the increase in rates, saying that the reduction was for the season of 1899; and that therefore the company fails to see any reason for the surprise of the committee at its resumption of former rates; and further that the company dissents from the prediction that the charge of $\frac{1}{2}$ cent a bushel will divert trade from Montreal, as New York is the only other Atlantic port doing work under similar conditions, and the charges there are double those made in Montreal. The company is a strictly private one, receives no aid from the government, and has no monopoly in the port, and therefore its primary duty in regard to rates must be to look after its own needs in the interests of its shareholders. Moreover, the return to the old rates is but in line with the action of other private companies, which have increased their rates in greater ratio for inland and ocean rates.

CHICAGO.

Board of Trade memberships are selling at \$2,325, the top price of the year.

Lake rates on corn to Lake Erie, after holding at 2 cents for several weeks, have broken to $1\frac{3}{4}$ cents.

Local shipping men have asked the Government to provide two winding basins in the South Branch.

There is considerable trading in the October wheat future. A few trades have been made in December.

The new steamer Isaac Elwood was recently chartered to load 270,000 bushels of wheat at South Chicago. This is a record-breaking cargo.

Edward L. Dwyer, once a wealthy grain speculator and husband of the Duchess of Castellucia, has been driven by poverty to enlist in the marine corps.

Edwin S. Adams, of Adams & Samuel, has been elected first vice-president of the Board of Trade, to fill the vacancy caused by the suspension of James Nicol.

The Board of Trade suspended four members July 26 on bucket-shopping charges. They are John Dwyer, Lyman L. Kellogg, John M. Fikse and S. L. Robinson.

W. N. Eckhardt, the junior partner of Pope & Eckhardt Co., grain commission merchants, has just returned from a three weeks' outing in Colorado, much improved in health and strength.

The post office authorities have arrested David Dudenhaber on the charge of using the mails to defraud. He sent circulars to all parts of the country soliciting funds for wheat speculation.

The Chicago, Milwaukee & St. Paul Railroad has discontinued the switching charge of \$5 per car on grain arriving at Chicago. As a result other elevators are placed on the same footing as the Armour Elevators.

The Harney Bros. Co. has been incorporated at Chicago to conduct a grain and provision commission business. Capital stock, \$5,000; incorporators, William J. Doyle, Charles J. Harney and Warrie A. Baker.

The Simpson Commission Co., of Chicago, has been succeeded by J. S. Simpson & Co. The personnel of the firm remains the same. To care for the increase in business the firm has moved into more commodious offices.

The Open Board of Trade has made a contract with the Chicago Board of Trade whereby it is to receive the continuous quotations. For this concession the Open Board will open and close at regular hours and stop trading in puts and calls.

Eastbound rail shipments from Chicago for the week ending Aug. 4 included 974,000 bushels of grain, 30,144 barrels of flour and 20,738 tons of provisions. The grain shipments make a poor showing because the lake steamers are offering attractive rates.

The proposition to reduce the rate on the McReynolds Elevator on the Calumet River has been defeated by a vote of the Underwriters. One proposition was to reduce the grain cleaning charge from 50 cents to 25 cents, the other was

to reduce the rate 50 cents for superior construction.

F. J. Schweisthal, who bot the big bell of the Board of Trade, finds it an elephant on his hands, being unable to dispose of it as expected. The bell was cast in 1884 and put into the tower at a cost of \$5,000. When the tower was removed several years ago the bell was stored in a room on the seventh floor.

The Interstate Elevator Co. will paint its elevator at 51st and Wallace streets, put in new loading spouts and build three ventilating shafts for dust collecting room. Each shaft will be about 4 feet square and 10 feet high, and constructed of wood. The sills will be covered with sheet iron, the top will be well protected so as to prevent dust being ignited by sparks from passing engines.

S. H. Stevens, flaxseed inspector of the Chicago Board of Trade, reports the receipts of flaxseed at Chicago during the crop year ending July 31 as 7,142,000 bushels, and the shipments as 3,744,000 bushels. Of the 5,825,000 bushels inspected, 2,572,000 graded No. 1 Northwestern; 2,802,000 No. 1; 311,000 rejected, and 42,250 no grade.

Lloyd J. Smith, the mismanager of the Chicago Elevator Co., has been indicted by the grand jury on six charges in connection with the shipment of grain from the elevators contrary to the warehouse law. Immediately after the indictment Gov. Tanner discharged Smith from the office of Lincoln Park Commissioner. The directors of the Board of Trade have postponed action on the charges against Smith.

The city police recently raided a dozen bucket shops, carting off keepers and inmates to jail. Two of the concerns raided are not bucket shops and threaten to sue the city for damages. The illicit trade on legitimate quotations has received a shock from which it will not recover. None of the raided shops have resumed business, while many that were not molested have discontinued business of their own accord. John Hill, Jr., disclaims all responsibility for the raid.

The improvement of the North Branch of the Chicago River by cutting away the bank at Erie street is of great benefit to the grain elevators on that narrow stream. A. I. Valentine of Armour & Co., says: "The larger vessels that have been unable to make Chicago harbor will be enabled to use the north branch when the Erie street improvement is completed. The river should be dredged deeper, and of course shipping cannot be carried on to any great extent until the tunnels are lowered. But the work being done by the government is sadly needed. We are very glad to see the improvement pushed, as our elevators along the north branch will be more available when it is completed."

The action of the Board of Trade in cutting off quotations is a severe blow to the bucket-shops of the entire country. While some of the outside exchanges are suffering, this condition is unavoidable until the new telegraph company can extend its facilities beyond Chicago. The plan of the directors to further restrict the distribution of quotations by prohibiting commission firms from giving out the figures except at five or ten minute intervals, has been approved by the members by a vote of 706 to 23. The attempt of the old telegraph company to substitute New York quotations is not successful, as yet, as that market is not active enough for bucket shop purposes. Two large Chicago bucket shops have obtained

injunctions from the courts restraining the Board from cutting off the service, and they are receiving the quotations as formerly, pending a decision. The bucket shops contend that the quotations are public property, and cite court decisions. The Board claims that its quotations cannot be used in gambling transactions. Matters will remain in statu quo until the courts decide the question. Strictly, the police power of all municipalities in the different states is ample to stamp out bucket shop gambling; but in many cities the local administration is corrupt; and the Board has been forced in self-defense to assume a position that the courts may not uphold.

ILLINOIS.

E. G. Jones will put in new grain scales at Hudson, Ill.

A new elevator is being built at Civer, Ill., for T. J. Pursley.

Mr. Hazenwinkle will build a modern elevator at Kappa, Ill.

Coon Bros. of Rantoul, will establish a grain office at Thomasboro.

Edward Foster has bot the elevator at Hindsboro, Ill., of A. J. Parke & Co.

Ezra Lausch has purchased the elevator of John Maricle at Winslow, Ill.

C. A. Miller has retired from the grain firm of H. Van Benning & Co., at Emden, Ill.

William J. Roller, of Newman, Ill., will build a fireproof grain elevator costing \$6,000.

Merritt Bros., Dwight, Ill., July 27: Oats are coming into market in rather poor shape.

The Halliday Elevator Co., of Cairo, Ill., has increased its capital stock from \$30,000 to \$80,000.

Arthur Watson, of Farmington, Ill., has leased the elevator of S. C. Bartlett & Co., at Cramer.

Keiser & Holmes, of Gibson City, Ill., are increasing the capacity of their elevator to 60,000 bushels.

Joseph Paulissen has the contract to build a 12,000-bushel elevator for Risser Bros., at Greenwich, Ill.

O. B. West has bot the one-half interest of his partner, C. M. Corbin, in the elevators at Yates City, Ill.

It is alleged that recent storms have damaged the broomcorn crop of Illinois to the extent of \$1,000,000.

The elevator at Rock Falls, Ill., has been sold by Mr. Hensen, of Franklin Grove, to parties from Sycamore.

The American Distilling Co., of Pekin, Ill., is installing John Phillips' process for separating the germ from corn.

Roberts, Moschel & Mosiman have bot three acres at Groveland, Ill., on which to erect an elevator at once.

L. M. Loomis purchased, Aug. 2, the farmers elevator at Stronghurst, Ill., for \$235, about one-third the original cost.

W. H. Suffern, of Suffern, Hunt & Co., Decatur, Ill., spent the first half of August at Manitou, Colo., and vicinity.

Henry C. Suttle, grain dealer and banker of Keeney, Ill., has wagered \$1,000 that Yates will not beat Alschuler by 50,000 votes.

The Fuller Grain Co. has been incorporated at Gardner, Ill. Capital stock, \$10,000; incorporators, O. H., R. D. and O. B. Fuller.

J. H. Hawes, of Atlanta, Ill., is building an addition to his elevator for storage. The capacity of the addition will be 10,000 bushels.

John McNeil, of Erie, Ill., is building a 30,000-bushel elevator, using the in-

clined elevator and dump designed by H. Kurtz & Son.

F. S. Larison informs us that on Aug. 1 the Hazenwinkle Grain Co. sold its elevator on the Illinois Central at El Paso, Ill., to Shepard Bros.

A. W. Augspurger, of Farmer City, Ill., informs us that E. L. French has leased his elevator at that place to S. Zorn & Co., of Louisville, Ky.

The Neola Elevator Co., of Chicago, which operates 26 stations, has acquired the elevator of Mr. Wing at Maquon, Ill., and installed F. L. Jones as manager.

B. Gulschen, Herscher, Ill., Aug. 3: Threshing progressing very well; average 42 to 65 bushels by weight. Corn needs rain, but prospects good for a crop up to this date.

E. Leet, of Fairbury, Neb., has been visiting in Chicago on his return from an outing at Lake Minnetonka, Minn. He reports that the crops in his territory are very good.

F. S. Larison, El Paso, Ill., Aug. 3: Oats are going 50 to 70 bushels to the acre, but are not weighing as well as last year, and are somewhat bleached. Corn never looked better.

Knapp & Jennings have built a 20,000-bushel addition to their elevator at Ashton, Ill. They have put in a dynamo to furnish electric light to the elevator, sheep yards and residence.

A. F. Foll, of Lena, Ill., informs us that he has let the contract to Fairbanks, Morse & Co., for the installation of a gasoline engine, dump scales and hopper scales in his plant at that place.

Besides building a 40,000-bushel addition to their elevator at Mahomet, Ill., Derrough & Rising are lowering the driveway, putting in Constant Feeders and a stand of 15 x 7 elevators for ear corn.

The successor of E. & I. Jennings at Mattoon, Ill., is the Mattoon Elevator Co., composed of Lee Hunt, H. E. Kinney and J. D. McLean. The new firm has leased the elevator for one year with privilege of buying.

Merritt Bros. & Co., of Dwight, Ill., have completed the addition to their I. I. & I. Elevator. The capacity of the house is now 45,000 bushels. Grain is handled to and from the annex by a belt driven by a new gasoline engine.

B. F. Traxler writes that Songer & Co., who purchased the elevator of Puett & Williams at Cissna Park, Ill., March 1, for \$6,000, sold the plant to M. Weidner, July 25, for \$7,300. The capacity of the elevator is 50,000 bushels.

A. L. Horner, the grain buyer at Gilsum, Ill., has sold his business to Frank Marcellus, of Downs, who will continue the business. Mr. Horner will engage in the grain business at Kumler, Ill., having bot the elevator there.

Charles C. Radley has purchased of T. C. Radbone his grain elevator property and business at Elmwood, Ill., and will take possession Oct. 1. Consideration, \$8,000. Mr. Radley will remove his family from Brimfield to Elmwood.

The elevator at Burtonview, Ill., operated by Rogers, Bacon & Co., of Chicago, was burned July 21. Loss, \$6,000; insurance, \$5,000. The elevator was built 20 years ago by Pegram & Bro., and 7 years ago was bot by Thomas Ryan.

R. C. Hamilton has succeeded J. C. Freeman as manager of the grain commission office at Ogden, Ill., operated by Milmine, Bodman & Co., of Chicago. Mr. Freeman will enter the employ of the Cleveland Grain Co., at Hillsboro, Ind.

A. W. Augspurger, Farmer City, Ill., Aug. 6: Oats are making from 40 to 60 bushels to the acre; quality and weight about the same as last year. Corn is looking splendid, with a prospect for as large a crop as ever was raised in this locality.

Wm. Werner and F. Cloidt, of Bucher, Ill., were in Chicago last week and reported the yield of oats better than was expected. Many fields are threshing out 60 bushels to the acre, and the average yield will be 55 bushels. Corn is doing well.

B. F. Traxler informs us that Geo. Moschel has purchased the interest of J. Simpson, of Simpson & Moschel, in the 125,000-bushel plant at Washburn, Ill., on the C. & A. Ry. The building has been used to carry oats from harvest until the following summer.

B. F. Traxler informs us that George Susdorf, a large landowner, has bot the elevator at Prospect, one of a line operated by Coon Bros., with headquarters at Rantoul, Ill., for \$7,000, and the lumber yard at that point also, for \$2,500. The elevator has 30,000 bushels capacity.

H. C. Hall, of Paxton, has purchased the interest of his partner, B. F. Stephens, in their grain business at Ludlow, Ill. The partnership of Hall & Stephens had existed for 13 years. W. M. Hamilton will have charge of the elevator for Mr. Hall. Mr. Stephens will engage in the live stock business.

A. F. Foll, Lena, Ill.: I consider the Grain Dealers Journal of great value to the grain dealers generally, and should the principles which it advocates be generally carried out by the trade, it would be a great advantage to all concerned, both morally and financially. I herewith enclose \$1, for which mark me one year ahead.

A. H. Webber, a wealthy retired farmer of Arrowsmith, Ill., has bot the Whittaker Elevator at Padua, Ill., which for a time was owned by Edwin Felts, for \$3,600, and the plant will be operated by Frank Webber, his son, formerly in business at Bloomington, Ill. Mr. Felts, who formerly resided at Foster, Ind., will remove from Padua to Crocker, Mo.

The Zorn Grain Co., which was incorporated recently at Bloomington, Ill., has acquired a line of elevators along the Big Four Railway at Farmer City, Gilsum, Downs and Coon's Switch. The latter was purchased of Coon Bros., of Rantoul, for \$6,500. Its capacity is 45,000 bushels, with 30,000 bushels in cribs. R. M. Hodam has been retained to run the elevator at Coon's Switch.

Lacon, Ill., Journal: When F. N. Rood, manager of the La Rose Grain Co., first came to La Rose it was merely a sleepy little crossroads hamlet without energy enough to ask itself what ailed it; now it is a busy, thriving country town, drawing trade from the very edges of the larger towns, Toluca, Lacon and Wenona. All this change has been wrought by the advent of a hustler like Mr. Rood.

B. F. Traxler writes that Collins & Daniels, of Tuscola, Ill., have sold their elevator on the C. & E. I. to the new firm of Ingram & Parker for \$6,000 cash. Oliver Parker resides at Tuscola and owns an elevator and buys grain at Hayes Station, north of there on the Illinois Central. Willis Ingram has operated an elevator at Humboldt for many years, and will remove at once to Tuscola to give the business his attention.

The C. M. Seckner Engineering Co., Chicago, which is building Stega Bros.' 50,000-bushel elevator at Matteson, Ill., has it nearly completed. This will be a

clipping and transfer house. The equipment will include two Invincible Clippers and one cleaner. An Erie City Steam Engine will furnish the power. The machinery and supplies were furnished by the Skillen & Richards Mfg. Co., and the belting by the Gutta Percha & Rubber Mfg. Co., Chicago. Ajax rope for the drive was supplied by H. Channon Co.

Holzman Bennett Grain Co. is the name of a new grain firm at Grant Park, Ill. This is a consolidation of G. M. Bennett & Co., of Solitt, the Grant Park Grain & Hay Co., and Fred Holzman of Grant Park. The new company will erect a 100,000-bushel elevator immediately. The capital stock is \$25,000; incorporators, Fred Holzman, Geo. M. Bennett and William H. Burchard. B. F. Traxler informs us that Mr. Burchard, formerly manager of the Grant Park Grain Co., now controls the hay business at that point.

R. C. Grier, secretary of the Peoria Board of Trade, reports the receipts at that market during July as 44,850 bushels of wheat, 855,200 of corn; 941,200 of oats; 16,800 of rye, 14,250 of barley, and 1,880 tons of hay; compared with wheat, 33,150 bushels; corn, 1,820,700; oats, 798,000; rye, 7,250; barley, 14,250 and hay 2,120 tons, during July, 1899. The shipments during July included, wheat, 14,300 bushels; corn, 766,500; oats, 915,500; rye, 2,400; barley, 10,700, and hay, 130 tons; compared with wheat, 2,600 bushels; corn, 952,850; oats, 963,200; rye, 1,800; barley, 11,250, and hay, 120 tons during July, 1899.

INDIANA.

No bags are loaned by Hagerstown buyers.

An elevator is being erected at Hillsboro, Ind.

If farmers want bags, sell or give to them, but lend bags—never.

Ben Ray will be local manager of the grain elevator at Hamlet, Ind.

The regular grain dealers of Jay county held a meeting in Portland this week.

Martin Clark is reported to be conducting a scoop shovel business at Hillisburg, Ind.

The Cleveland Grain Co. is having an Ideal Car Loader put on its house at Raub, Ind.

Bergenroth Bros., millers of Troy, Ind., are making arrangements to build an elevator.

Scoop shovel shippers are making trouble for regular dealers at Bremen and Lapaz, Ind.

Kirkpatrick Bros., at Raub, Ind., have just finished treating their elevator to a coat of red paint.

The Cleveland Grain Co. is building an oats granary at Raub, Ind., that will hold 35,000 bushels.

The Eastern Indiana Division of the Grain Dealers' National Association now has a membership of over fifty.

A. H. Richner, Crawfordsville, Ind.: F. A. Rigsley, of Cottage Grove, Ind., has bot land and will build an elevator at once.

E. M. Small, of Yeddo, Ind., who is the only regular dealer at that place, has about completed a grain elevator costing \$4,000.

The Buck Creek Elevator Co. has completed its 20,000-bushel elevator at Buck Creek, Ind. Ball & Schnaible are the proprietors.

Ira Cadwallader has a force of 14 men at work on his new 75,000-bushel elevator at West Lebanon, Ind., on the Wabash railroad.

Hagey, Moore & Co. are taking down the elevator at Wyatt, Ind., which they bot of the Wyatt Milling Co., and will remove the plant to Rolling Prairie.

The miller who agrees not to lend bags, then makes an exception in the case of rye, is not likely to need much of an excuse to lend for all purposes.

W. D. Foresman, Foresman, Ind.: Oats a good crop stained some by rain when in shock, but all right now. Prospects for corn crop equal to 1899 crop.

The regular grain dealers of Shelby, Rush and Decatur counties are organized, but have not yet been formally admitted to the Grain Dealers' National Association.

Sam Finney, of West Lebanon, Ind., who has been operating the Farmers' Elevator under lease for two years, has bot the plant, and will enlarge it and make improvements.

J. F. Parsons' elevator at Terhune, Ind., is being overhauled by the Reliance Mfg. Co. A Constant Grain Feeder and other machinery to make the plant more convenient is being installed.

Logan Henshaw has been elected chairman for Henry county by the members of the Eastern Indiana Division of the Grain Dealers' National Association, and Perry Frazier was elected secretary.

A. H. Richner, Crawfordsville, Ind., writes: I have received an order from J. H. Bassett, Clarks Hill, Ind., for a Richner Chain Grain Conveyor. I completed V. D. Graves elevator at Fountain City, Ind., Aug. 6.

A meeting of the regular dealers of Blackford county was held at Hartford City Aug. 7 to select a chairman to represent the county on the Board of Managers of the Eastern Indiana Division of the Grain Dealers' Association.

Covington, Ind., dealers are paying attractive prices for grain, but it is doubted that they make anything on what they do handle. Dealers can not pay what they receive for grain with the expectation of deriving a profit from the business.

A Northeastern Indiana Division of the Grain Dealers' National Association will be organized this month to include the dealers of Adams, Allen, De Kalb, Huntington, Wells and Whitley counties. The first meeting will be held at Ft. Wayne.

Archibald Newman, of Newman & Barnard, grain dealers at Greenfield and Mohawk, Ind., has mysteriously disappeared without apparent reason. Mrs. Newman received a letter from him at Chicago, saying he was going west, never to return.

John Reichard is reported to be conducting a scoop shovel grain business at Yeddo, Ind. He guarantees the farmers 20 to 21 cents for oats on cars at Yeddo and then pays them what he gets, charging them a pittance for handling the business. He has no money invested in the business.

W. D. Foresman, of Foresman, Ind., was in Chicago last week and reported that his new cribbed elevator at Mt. Ayr, Ind., is completed and receiving oats. The elevator has 80,000 bushels capacity and is equipped with a Bird Special Cleaner, a 10-h. p. New Era Gasoline Engine, 1 dump and 1 leg.

The Reliance Mfg. Co. has the contract for furnishing and placing the machinery in C. F. Davison's new elevator at Markle, Ind., which will be ready for operation in a few weeks. The plant is equipped with steam power, dump

scales, No. 7 Reliance Corn and Wheat Cleaner and B. S. Constant Grain Feeder.

The 100,000-bushel elevator which the C. M. Seckner Engineering Co., of Chicago, Ill., is building for the Churchill-White Grain Co., Chicago, at South Bend, Ind., will be a storage and transfer house. The Dodge Mfg. Co. is furnishing the supplies. The Gutta Percha & Rubber Mfg. Co., the belting. Ajax rope will be used for transmitting the power.

Correcting a paragraph which appeared in this column July 10, the Lafayette Elevator & Mill Co., of Lafayette, Ind., writes that the Samuel Born Co. is in no way connected with this company, and will not operate any elevators for this concern. The company was incorporated May 1 by H. W. Moore, cashier of the First National Bank, Lafayette; John F. McHugh, attorney and ex-senator; and Dewitt C. McNutt, accountant, formerly with the Samuel Born Co.

The grain dealers of Adams County met Aug. 2 at Decatur, Ind., in the parlors of the Burt House. P. E. Goodrich, of Winchester, chairman of the Eastern Indiana Division, addressed the dealers on the benefits of organization. After a discussion, an organization was formed, J. D. Hale being elected county chairman and a member of the Board of Managers. All the dealers were strongly in favor of organizing an association to include Adams, Wells, Huntington, Allen, Whitley and DeKalb counties, and promised to do all they could to assist in its formation. L. G. Holmes, of Portland, promised to complete the organization of Jay County. All of the dealers present, except W. A. Dill, of the Wilshire Milling Co., Wilshire, O., joined the association. Others present were J. D. Hale, Decatur; John Niblick, of the Niblick Grain Co., Decatur; C. G. Egly, of the Berne Grain & Hay Co., Berne; B. F. Hower, Graigville; W. A. Aspy, of the Geneva Milling Co., Geneva; A. A. Vancamp, of Vancamp & Beal, Decatur; G. W. Drumm, of Curryville, and C. F. Davison, of Bluffton, Ind.

IOWA.

Who are the regular dealers at Primrose, Ia.?

Who are the regular grain dealers at Belle Plaine, Ia.?

Dawson & Hahn are now regular dealers at Mallard, Ia.

J. A. Springmire will remodel his elevator at Tiffin, Ia.

Gilchrist & Co. have projected an elevator at Ionia, Ia.

W. D. Ewing has just completed an elevator at Delta, Ia.

C. S. Hutson is not in the grain business at Ferguson, Ia.

Oskaloosa is to have a grain distillery, the only one in Iowa.

W. M. Hopkins has succeeded A. Grant at Wall Lake, Ia.

Adam Kleespies is not in the grain business at Haverhill, Ia.

H. A. Robinson has succeeded W. Russell & Son at Liscombe, Ia.

King & Smith have completed their new elevator at Aurora, Ia.

Johnson & Swenson are overhauling their elevator at Roland, Ia.

L. M. Kaser has bot a gasoline engine for his elevator at Niota, Ia.

Sidham & Co., of Minneapolis, are building a new house at Elma, Ia.

Bomberger Bros. & Challengren have engaged in the grain business at Gowrie, Ia.

Rufus Bullard, of Maxwell, Ia., is building a 25,000-bushel addition to his elevator.

A. B. Williams of Madrid, Ia., has bot the elevator of C. S. Lawbaugh at that place.

L. H. Raymond has leased the only elevator at Mondamin, Ia., and will operate it.

The D. Rothschild Grain Co., of Davenport, has bot an elevator at Little Rock, Ia.

J. E. Miller will build an elevator at Independence, Ia., to be managed by his son John.

The Northern Grain Co., of Chicago, is building a 20,000-bushel elevator at Traer, Ia.

Cheney & Bennett of Atlantic have bot the grain business of I. C. Russell at Marne, Ia.

Hahn & Wahl are scoop shovel dealers at Moscow, Ia. The regular dealer there is Chas. S. Hain.

The St. Paul & Kansas City Grain Co. has planned a 50,000-bushel annex at Marshalltown, Ia.

Michael Ott has doubled the capacity of his elevator at Milton, Ia., by the addition of a wing.

W. H. Peiffer, grain dealer at Melbourne, Ia., was married Aug. 1 to a widow of Buffalo, N. Y.

W. G. Schneckloth has removed from Sibley to Gladbrook, Ia., where he has bot Henderson's elevator.

J. W. Brackett, who has been in the grain business at Marshalltown, Ia., is very low with consumption.

Ground was broken Aug. 1 for the new 10,000-bushel elevator which Henry Codner will erect at Mt. Pleasant, Ia.

Eugene Sullivan of Primghar, Ia., has accepted a position with the Western Grain Co., at Archer, Ia., as buyer.

Geo. Tewkesberry is a scoop shovel dealer at Montour, Ia. O. P. Beale & Co. are the only regular dealers there.

The Trans-Mississippi Grain Co., of Omaha, has obtained a site at Mondamin, Ia., and will soon build an elevator.

L. J. Mighell will build a 25,000-bushel elevator at Sherwood, Ia. The contract has been let to a Minneapolis contractor.

The Warren Grain Co., of Des Moines, is having a 20,000-bushel elevator built at Yale, Ia., by Younglove, Boggess & Co.

John Cornelison & Co. have recently bot the elevator of H. Bectel at Adel, Ia. J. K. Taylor is the partner in the new firm.

N. S. Beale of Tama, Ia., was in Chicago last week, and reported the prospect for a large crop of corn better than for years.

Stockdale & Dietz of Walcott, Ia., informs us that they are building an elevator on the B. C. R. & N., at Stockton, Ia.

William W. Falconer, of Archer, Ia., has bot the elevator of M. G. Heald at Logan, Ia., which was advertised in the Journal.

E. Johnson is trying to do a scoop shovel business at Linden, Ia. A. R. Mead is the only regular dealer at that station.

The Nye & Schneider Co., of Mason City, Ia., has equipped its elevator at Keister, Minn., with a Hall Grain Distributor.

W. A. Smith has sold his elevator at California Junction, Ia., to the Kinsella Grain Co., whose headquarters are at Colon, Neb.

H. M. Blair will manage the grain business for O. A. Talbott & Co., of Os-

ceola, who have bot an elevator at Humeston, Ia.

Hugh Owens is a scoop shovel dealer at Potter, Ia., and resides at Toledo. O. P. Beale & Co. are the only regular shippers at Potter.

A 20,000-bushel elevator will be built at Chatsworth, Ia., for the Spencer Grain Co., of Minneapolis, by Younglove, Boggess & Co.

The Marfield Elevator Co. is taking down and rebuilding its old elevator at Stanhope, Ia., replacing it with a 40,000-bushel house.

The Hunting Elevator Co., of McGregor, has let the contract for a 20,000-bushel elevator at Elma, Ia., to Younglove, Boggess & Co.

An elevator of 20,000 bushels capacity will be built at Everett, Ia., by L. W. Wheeler, of Kankakee, Ill. Younglove, Boggess & Co. have the contract.

Hall Grain Distributors have been installed in the new elevators at Soldier, Berne and Orson, Ia., by the Trans-Mississippi Grain Co., of Omaha, Neb.

Lamp & Valentine have succeeded Lamp & Putzier in the grain business at Mapleton, Ia., L. H. Valentine having bot the half interest of J. F. Putzier.

J. W. Curtis has succeeded J. B. Maricle as manager of the Maricle Elevator at Storm Lake, Ia. Mr. Maricle will engage in the lumber business at Nora, Ill.

Geo. M. Gwynn's elevator at Essex, Ia., was burned Aug. 6. It was built 27 years ago, but had recently been repaired. Loss \$4,000; insured. It will be rebuilt.

Every merchant, farmer and grain dealer of Iowa is asking, What is corn going to do? The price of that commodity affects every citizen of the Hawkeye State.

Two elevators on the Illinois Central at High View and Judd, Ia., having 30,000 bushels capacity each, have been purchased by the Western Grain Co., of Winona, Minn.

Younglove, Boggess & Co., Mason City, Ia., July 26: Iowa crops look fine and will give rather more than an average in small grain, in the north central section, at least.

E. Pankhurst, who has sold his elevator at Boyd, Ia., will continue in the grain business at some other point, and is in the market for a good location for grain and stock.

P. M. Ingold of Spencer has recently let contracts to Younglove, Boggess & Co., for the construction of 15,000-bushel elevator at Rembrandt, Truesdale and Greenville, Ia.

Robert Henderson, Charles Wilkins, Stuart Grain Co., T. F. Morrow and W. Burnside are receiving bids at Audubon, Ia., but are not engaged in the grain business at the present time.

Younglove, Boggess & Co. have recently closed contracts to erect two elevators of 50,000 bushels capacity each at Pocahontas and Ware, Ia., for L. W. Wheeler of Kankakee, Ill.

W. A. Gay, buyer for M. E. Foresman at Tipton, Ia., informs us that Foresman's elevator on the B. C. R. & N. will be overhauled, one leg, a dump and a horse power installed.

A party named Mickel is a scoop shovel dealer at Atlantic, Ia. The regular dealers there are J. A. Campbell & Son, Ringle Bros. & Co., Southwick Bros. and W. H. Henshaw.

Thomas Patton has bot Williams Bros.' elevator at Primghar, Ia., and will run it in connection with his lumber and coal business, with J. P. Knox as manager and J. K. Spike as buyer.

E. Pankhurst, Boyd, Ia.; I have sold my elevator to O'Connor Bros., of Washburn, Ia. I received several replies to my advertisement in your Journal, and made a sale to one of the replies.

Fire at Ira, Ia., July 21, destroyed the elevator operated by Bowen & Regur of Des Moines, with a few hundred bushels of oats. The adjoining cribs were saved. Loss, \$3,000; insured. The plant will be rebuilt at once.

A. S. Helvig, the scoop man at Roland, Ia., is now in the grocery business. He has not shipped a car of grain in a year, but still receives some card bids and places them on his counter so everybody can see them.

The old St. Louis Elevator on the Iowa Central at Marshalltown, Ia., was burned July 27. The plant was purchased as an investment eight months ago by Brennecke & Heald, and was occupied only as a warehouse. Loss, \$500.

Brown & Hayden have succeeded the Otto Roller Mill Co. at Wapello, Ia., and have erected a new, up-to-date elevator of 10,000 bushels capacity, with double dump and corn sheller. All other dealers at this point are scoop shovelers.

Fire at Casey, Ia., July 27, destroyed the elevator of the Davenport Elevator Co. with 5,000 bushels of grain. The flames started in a pile of cobs and chaff in a room adjoining the engine room. The house had 20,000 bushels capacity, and was practically new. Insured.

Mr. Johnson, a banker of Linden, Ia., recently quit the banking business and decided that he would go into the grain business. He bot a wagon scale and a scoop, and then went to Des Moines to select a good firm to sell his grain. He returned, quite crestfallen, and sold his scale to the regular dealer at his station.

J. J. Williams of Primghar informs us that Ed. Lundstrom of Archer, Ia., who for the last six months has been buying grain and hogs with somebody else's money and trying to get farmers to ship their own grain and harm the regular dealers who have their capital invested, has gone to work for some party at Logan, Ia.

The elevator which Younglove, Boggess & Co., are erecting for C. B. Lennon & Co., at Decorah, Ia., on the site of the one burned last spring near the B. C. R. & N. tracks, will be 25 x 32 feet and 65 feet high, and its 12 bins will have 20,000 bushels capacity. The equipment includes a clipper, cleaner and 6-h. p. gasoline engine.

A meeting of grain dealers was held recently at Rockwell, Ia., at the call of George A. Wells, secretary of the Iowa Grain Dealers Association, for the purpose of getting acquainted and talking over various matters of interest to dealers in that division. Among those present were Benj. C. Crangle, of Winona, Minn.; J. J. Goosenbaugh, of Nemaha; N. J. Brockman, J. J. Harter, J. E. Robbins and Samuel E. Kurtz of Sac City; Charles R. Meyer and George H. Bruning, of Breda; F. J. Turner, of Fonda; D. D. Power and M. Galtry, of Newell.

S. C. Wilkins, who operated an elevator in Stanwood, Ia., from 1869 to 1877, has again taken charge of his two elevators at that station and will operate them henceforth. Previous to settling in Stanwood Mr. Wilkins was engaged in the grain business at Baileyville, Ill., having started in the business in the fall of 1864. Jas. W. McCoy, who formerly operated the Wilkins elevators, is building a 6,000-bushel elevator at Stanwood. It will

have a dump, a 6 h. p. Davis Gasoline Engine, a blast fan and Webster machinery throughout.

Iowa state crop report, Aug. 6: The conditions have been favorable for securing grain in shock, and preventing further damage from effects of excessive rains in previous weeks. Good progress has been made in stacking and threshing, with variable yield. The dry and hot weather has been very beneficial to corn in the larger part of the state, and especially in sections recently visited by excessive rainfall. In a few localities late planted corn on thin soil needs more rain very soon to develop the ears. The early planted corn is nearing the full roasting ear stage, and much of it is beyond danger of serious injury from drouth. The regular August crop reports from county and township correspondents show the following averages in condition: Corn, 105 per cent; millet, 98; flax, 95; buckwheat, 91; broom corn, 94.

KANSAS.

C. H. Turner is building a 15,000-bushel elevator at Agra, Kan.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

J. A. Roth, of Caney, Kan., is handling a line of stations on the Bartlesville branch of the Santa Fe.

A. J. Loomis, of Beloit, Kan., has bot the interest of Perry Jones in the elevator at Scottsville, Kan.

An elevator will be built at McPherson, Kan., by the Inman Mills, if the railroad will lay a spur track.

An 8,000-bushel elevator has been completed at Sylvia, Kan., by the Austin Grain Co., composed of W. A. and F. G. Austin.

William W. Lockwood has the contract to erect and equip an 8,000-bushel elevator for F. R. Glasscock, of Garden Plain, Kan.

Kansas is about the "whole thing" in the cash wheat business this year. J. F. Zahn & Co., Toledo.

The machinery and supplies for the elevator which J. A. Nunn is building at Conway Springs, Kan., were furnished by William W. Lockwood.

William W. Lockwood is furnishing the supplies for five loading elevators which are being built by the Hunter Milling Co., of Wellington, Kan.

William W. Lockwood has furnished elevator machinery to Pickerell & Hill, of Redwing, Kan., thru Fairbanks-Morse & Co., of Kansas City, Mo.

Jas. Smith & Son, Delphos, Kan., write: We have enlarged the capacity of our elevator at this point about 4,000 bushels, making the total capacity of the elevator 14,000 bushels.

Inspectors from the gulf ports will meet at the office of A. E. McKenzie, Kansas State Inspector, Kansas City, Kan., Aug. 14, to fix a new standard.

A. F. Burke informs us that the Greenleaf-Baker Grain Co. is building a 14,000-bushel elevator at Alton, Kan. The Alton Elevator Co. has enlarged its plant.

Goodlander & Konantz, Uniontown, Kan.: No wheat worth mentioning raised in this locality. Flax and oats yield exceptionally good, and corn never looked more promising.

H. Westerman, Kensington, Kan., July 31: The wheat is not turning out as the people expected. It goes from 10 to 25 bushels to the acre. Corn is cut short on account of drouth.

L. H. Boyd has bot the elevator at Paradise and will put in a new 10-h. p. gas engine and rebuild the interior. The plant will be operated in connection with his elevator at Russell, Kan.

Government weekly crop bulletin, Aug. 7: Kansas, Topeka Early corn being cut in Montgomery and Barber counties; corn in good condition in most eastern and southern counties, but injured by drouth in central.

H. M. Philips, secretary of the Kansas Exposition Association, solicits choice samples of wheat, oats and barley, a half bushel each for the exposition of 1904 at Topeka. Samples should be left with the county clerk of each county.

The Haven Mill & Grain Co. has been incorporated at Haven, Kan. Capital stock, \$6,000. Josh Hilger, president; Fred Howitt, business manager. The company has acquired the elevator and mill at that point, and will deal in grain as well as manufacture flour.

A. F. Burke, Alton, Osborne Co., Kan.: Wheat yield here is only 8 to 12 bushels per acre, where the estimate has always been 18 to 25. No corn will be raised here. Fine rains now, but too late for corn; will help grass and winter feed. These rains will do great damage to headed grain.

McLeod Bros., Marietta, Kan., July 24: Recent rains insure at least 80 per cent of a full corn crop. Wheat that was threshed before the rains was of good quality, testing from 60 to 63 pounds; yield from 20 to 30 bushels per acre. Most of the wheat is in the shock, being too wet to thresh or stack.

J. J. Strauss, Dalton, Kan., July 25: We had a good crop of wheat and oats, but there is about 20 per cent of the wheat still in shock, which is being damaged by rains, and about 40 per cent of the oats are in the same condition. Corn will not make over 20 to 25 per cent of a crop, as rains came too late to save it.

George R. Spaulding, Olathe, Kan., July 31: Wheat coming in rapidly; fine berry and good yield, 18 to 25 bushels. A great deal runs 62 and 63 pounds. Flax being threshed and a great deal being sold at about \$1.40. Much not yet threshed on account of late rains, and some will be damaged. Oats are good and large crop. Corn doing nicely and early crop out of danger. Acreage of wheat sown this fall will probably be increased; many are plowing for wheat.

In circular No. 4, issued April 18th, we had the name of the Moffatt Commission Company listed as handling the consignments of irregular dealers. Beg to advise that all members of this firm now assure me that in the future they will not solicit this business, and request me to say that they will not receive the consignments from irregular dealers nor pay drafts on such shipments. Believing that they are sincere in making this statement and not wishing to do them an injustice, is my purpose in calling your attention to the statement they make. Secretary Smiley in Circular No. 6.

MICHIGAN.

C. A. Burks & Co. of Detroit received the first car of new oats at that market July 26.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

W. Vaughan & Son of Eaton Rapids, Mich., are removing the machinery from their bean plant to their grain elevator.

Fire at Yale, Mich., August 3, destroyed the elevator of Armstrong & Newkirk, with 600 bushels of wheat and some other grain.

McLaughlin & Ward of Leslie, Mich., have built an addition to their elevator for the purpose of having all beans hand-picked, and will begin work Sept. 1 with a large force of pickers.

Charles Wolohan of Birch Run, Mich., whose elevator and warehouse were destroyed by fire July 5, informs us that he has a new elevator, 24x40x65 feet high, nearing completion, and will also build warehouses 170 feet in length, and expects to be in position to handle fall trade.

Government Weekly Crop Bulletin, Aug. 7: Michigan, Lansing—Week favorable for crop growth and field work; corn making rapid growth and earing heavily; late potatoes promising; buckwheat, beans, and sugar beets doing well; splendid oat crop being housed; fall plowing becoming general.

MINNESOTA.

Grain trade news items are always welcome.

A farmers' elevator is talked of at Harmony, Minn.

The Burns Co. has bot the grain warehouse of J. G. Graham at Good Thunder, Minn.

The Sheffield Milling Co. is now operating the elevator of E. M. Walbridge at Northfield, Minn.

The elevator at Trosky, Minn., has been bot by the D. Rothschild Grain Co., of Davenport, Ia.

Citizens of Westbrook, Minn., have petitioned the railroad commissioners for the erection of a grain elevator.

The Mankato Malting & Grain Co., of Mankato, Minn., will enlarge its plant to manufacture cereal products.

Mr. Kinney, of Hills, Minn., has bot the elevator of Kelley & Ryan at Luverne, Minn., taking possession Aug. 1.

M. F. Kellogg, of Fountain, Minn., will remove to LaCrosse, Wis., to take a position with the Hyde Elevator Co., as grain inspector.

The completion of the new 500-barrel Pillsbury oatmeal mill at Minneapolis, Minn., increases the importance of that city as a market for oats.

Albert Rothschild grain dealer of Luverne, Minn., has just returned from a three months' trip to Europe, and will resume business at the old stand.

E. N. Bradley, manager of the Peavey elevators at Duluth, Minn., had his foot caught in the wheel of his yacht, necessitating the amputation of two toes.

A. Empey has succeeded Empey & Woodward, grain dealers at Farmington, Minn., the former having bot the interest of his partner, B. P. Woodward.

Sylvester Stewart, grain dealer, will build a flour mill of 175 barrels capacity at Morris, Minn., and has awarded the contract to the Edward P. Allis Co.

B. J. Morey will engage in the grain business at Lanesboro, Minn., as the successor of N. O. Henderson, who will give his entire attention to the stock business.

The Farmers' Grain & Fuel Co., of Belview, Minn., has bot the elevator of the John Martin estate for \$3,500. A. O. Gimmestad is president of the company.

The Nye & Jenks Grain Co., and the Globe Elevator Co., of Duluth, Minn., are shipping 200,000 bushels of oats to China for the United States Government.

The American Grain Co., of Minneapolis, Minn., informs us that it is building a 20,000-bushel elevator at Ash Creek, Minn., on the C., St. P., M. & O. R. R.

Mrs. P. B. Mann, wife of the late P. B. Mann, of the Minnesota & Western Grain Co., and the P. B. Mann Commission Co., died recently at her home at Minneapolis.

The Monarch elevators of the Peavey Elevator Co., at Clinton, Stewart and Batavia, Minn., were recently burned, together with considerable grain. The elevators will be rebuilt.

The Danvers Elevator Co. has been incorporated at Danvers, Minn., to conduct a grain business in the interest of farmers. Capital stock, \$10,000; incorporators, John Gallagher and others.

The Western Grain Co., of Winona, Minn., will build five elevators of 25,000 bushels capacity at Avon, Wagner, Lake Andes, Geddes and Platt, on the Yankton-Tyndall branch of the C., M. & St. P.

Howard & Bemis, of Kenneth, Minn., are building a 25,000-bushel elevator strictly modern in every respect, and will soon be in line for a retail and wholesale business. Choice milling wheat will be a specialty.

The elevator of the Hubbard & Palmer Milling Co., Mankato, at Butterfield, Minn., will be taken down, and rebuilt with 25,000 bushels capacity. Power will be supplied by an 8-h. p. gasoline engine.

Grain elevators and feed mills will be erected by the Duluth Universal Milling Co., recently incorporated with \$100,000 capital stock at Duluth, Minn. The incorporators are W. A. Scott and A. D. Goodman, of Duluth, and others.

The Farmers' Elevator Co., of Chokio, Minn., lost money last year, thru loose business practices, and has given a bill of sale of the elevator to McHugh, Christenson & Co., of Minneapolis, Minn. McCarty Bros. & Co., of Minneapolis, have replevined grain stored with the farmers.

An increase in the grain inspection fee is talked of in Minnesota. The department is running behind. Altho the fee has been increased in the past from 15 and 20 cents, to 25 cents, the expenses are heavier, the two boards of appeal, now entering on their second year, cause an additional expense of \$20,000 per annum.

The Minnesota State Railroad Commissioner has announced a new and uniform schedule, practically on an arbitrary distance basis. Northern Minnesota rates are made slightly higher because that section is more sparsely settled. Distributing or manufacturing points are given a slight advantage over the distance tariff points. In general the new schedule means a reduction in rates, especially on long hauls. The roads are given until Sept. 1 to file objections.

Hiebert Bros., Mountain Lake, Minn., July 26: Crop prospects at this place are very satisfactory compared with the northern and central parts of the state. Average yield is expected to be from 15 to 18 bushels per acre on wheat. Farmers are very busy cutting grain, and if weather continues favorable most of the grain will be cut this week. Wheat will undoubtedly grade No. 1 in this territory. Flax and corn are doing nicely. Oats will be of good quality but small yield.

OUR MINNEAPOLIS LETTER.

Minneapolis Minn., Aug. 8, 1900.—Harvesting has been general all over the Northwest during the past two or three weeks and the result is a very spotty and irregular yield, some portions of a county will show 15 to 20 bushels while in other portions of the same county the yield will run from 4 to 8 bushels. The quality, however, is exceptionally good, that harvested so far running almost entirely No. 1 and No. 2 Northern with some going No. 1 hard, and is selling on our market at the same price as old wheat, something very unusual.

The Minneapolis Journal still claims that its former estimate of 135,000,000 to 150,000,000 bushels will be proved when the full returns are in, but the elevator interests and railroads place the crop of Minnesota and North and South Dakota at 100,000,000 to 110,000,000 bushels, and they should know more about what the yield is likely to be than any crop expert ever sent out by newspapers or private individuals, as they have their agents keeping them fully posted at all times.

The South Dakota state report says that harvesting is nearly completed. The returns so far in state wheat, oats and barley are of a very good quality, very plump. Rains have discolored barley somewhat, especially in the southern counties. The yield in the middle and northern counties will be somewhat of a disappointment, the average being lighter than was figured on during July. The state as a whole will probably yield about 25,000,000 bu. The oat crop is light and barley only fair. Corn is doing very well except in the southeastern counties where they have had too much rain. Flax is doing very well, and in some counties is nearly ready for harvest.

In North Dakota the hot weather of the past two weeks has matured wheat rapidly and the harvest is progressing where there is any wheat to cut. In the James River Valley there will be a fairly good crop, but in the West thousands of acres will not be cut, especially west of Valley City and around Jamestown. Hail and windstorms have played havoc with all kinds of crops in several sections of this state during the past two weeks. In harvesting this year they are using headers to a great extent, and in many places the grain is so short that they are mowing it and then raking it up. The average for the state will not run over 4 bushels to the acre, quality good. The oat and barley yield is also very light, while the flax crop is poor, a great deal is being plowed up. Corn is doing quite well.

The crop of Manitoba is very short, very conservative estimators placing it at about 10 to 12 million against 34 million last year, but of a good quality.

The cutting of wheat in Minnesota is about over except in some portions of the northern counties, and threshing is in full blast over the greater part of the state. The following are some of the reports of the yield of this state: Mankato reported wheat averaging 15 to 20 bushels and estimates that Blue Earth County will average 15 to 18 bushels per acre. Albert Lea, barley yields 40 bushels and oats 20 bushels. The average at Windon so far reported is about 15 bushels. St. James reports the same yield with oats a light crop and of a poor quality. Redwood Falls reports 10 to 20 bushels and grading No. 1 hard or No. 2 Northern; in the western part of the county the yield is much lighter. Oats and barley crop light, with late sown flax

immense and corn looking well. Sioux Falls, S. D., 30 acres of Saskatchewan wheat went 26 bushels to the acre and oats 60. This wheat was sown as an experiment. Alexandria, Minn., reports the yield in that section at about 7 bushels per acre and of a good quality.

Our market during the past two weeks has been dull, with a range of about 2 cents for the September option. The action of the Chicago Board of Trade in shutting off quotations from us has hurt their business up here badly, the different representatives of Chicago say, that they are doing practically nothing, the bulk of the business here that goes to Chicago at this time of the year is mainly spreading and the spreaders say that they cannot do business when they have no quotations to go by. The private wire houses have the quotations about every two minutes, but that is not often enough to help the spreader. The commission men of the Chamber of Commerce have been getting their speculative customers to do their trading in the Minneapolis market since Chicago placed restrictions on the Chicago business. The business here has grown so fast during the past month or so that we are now the second largest speculative wheat market in the world, the amount of wheat clearing each day nearly equalling that of Chicago.

The cash situation here is strong; millers are not doing much at present owing to the closing down of a number of the mills for repairs and on account of the poor flour trade, but elevators are good buyers of the two top grades and are taking offerings freely, No. 1 Northern selling at $\frac{3}{4}$ to $1\frac{1}{2}$ cent over the September option. Kansas is shipping a great deal of wheat to this market, and it is selling well, elevators being the best buyers.

J. P. K.

MISSOURI.

The Rosenbaum Grain Co. has been incorporated at Kansas City, Mo., with \$5,000 capital stock.

The Kansas & Oklahoma Grain & Elevator Co. has been incorporated at Kansas City, Mo., with \$25,000 capital stock.

Ashby M. Woodson, formerly of the Woodson-Young Grain Co., is now connected with the export grain business of C. F. Orthwein's Sons at Kansas City, Mo.

The Herbert Clark Mfg. Co. has been incorporated at Kansas City, Mo., to conduct a grain and live stock business. Capital stock, \$100,000; incorporators, H. H. Clark and others.

E. P. Caywood, Southwest City, Mo., July 23: Large crops of wheat and corn, but too frequent rains retard threshing and wheat is bleaching slightly in shock. Two-thirds of crop is now in stack; about 5 per cent has been threshed.

Rosenbaum Bros., of Chicago, Ill. have given up the Maple Leaf elevators at Kansas City, Mo., and St. Joseph, Mo., and hereafter the houses will be operated as public warehouses by the Chicago & Great Western Railroad Co., under the management of M. H. McNeil. E. F. Rosenbaum has returned to Chicago.

The city of St. Louis is considering an ordinance to give the control of the weighing of grain, hay and other farm produce to the Merchants' Exchange. The city council is entirely too slow. St. Louis bucket shops have been receiving the Chicago market quotations, while the Merchants' Exchange has been cut off.

Government weekly crop bulletin, Aug. 7: Missouri, Columbia—A hot, dry week; though greatly in need of rain, corn held its own, except in portions of central and northern sections, where it has been permanently injured, but unless rain comes soon widespread injury will result, especially to the late planted; ground becoming too dry for plowing; pastures drying up.

NEBRASKA.

P. I. Smith is enlarging his elevator at St. Edward, Neb.

An elevator will be built at Oakdale, Neb., by the Wells-Hord Grain Co.

The Hord Grain Co. is building a 70,000-bushel elevator at Central City, Neb.

Fire at Germantown, Neb., July 28 destroyed the grain elevator of Louis Meyers.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

The Nye & Schneider Co. has enlarged its elevator at Albion, Neb., from 10,000 to 24,000 bushels capacity.

Thos. H. Davey informs us that the Albion Milling Co. of Albion, Neb., has added a 10,000-bushel oats house to its elevator.

Miller & Wirt, Berwyn, Neb., write Aug. 7: Wheat good quality, yield 5 bushels per acre. Late rains will make good half crop of corn.

The attorney general of Nebraska has brought suit against the Argo Starch Mfg. Co. of Nebraska City, Neb., on the ground that it is a part of the trust.

A. C. Jones, manager of the Peavey elevator at Blair, Neb., has commenced repairs on the building, which will consist of new bins, floors and raising the building.

The Wells-Hord Grain Co. is remodeling and enlarging the grain elevator at Neligh, Neb., recently purchased by J. N. Mills. The work is being done by Fred Thornton.

J. Schaaf of Milford, Neb., who has been interested in the grain business at Milford and Ruby, Neb., with L. Spelts for the past 12 years, departed this life June 5. The business will be continued by his son, H. O. Schaaf.

The Nebraska Elevator Co. has been incorporated to operate a line of elevators along the line of the Union Pacific Railway. Capital stock, \$50,000; incorporators, John B. Wright, E. R. Spencer, Thomas Worrall and O. H. Eggles-ton.

The elevator of P. H. Easterday & Co. at McCook, Neb., was burned July 26. Loss on building, \$2,500; insurance, \$2,000; loss on grain, \$1,000, insured. The office, and the engine house containing the gasoline engine, were saved. The plant was owned by Mrs. H. H. Easterday of McCook and J. M. Sewell of Hastings. The advantage of having engine and office apart from elevators is emphasized by their being saved when the elevators are burned.

The attorney general of Nebraska has brot criminal proceedings against the Nebraska Grain Dealers' Association, alleging that it is guilty of a conspiracy to control the price of grain in Nebraska. Secretary Brewsher has been cited to appear. The complaint is divided into eight counts, all of which are founded on an innate desire for political buncombe. Of course the case will soon be dismissed for want of evidence, but not until the attorney general has convinced the farmers that he is a wonderful trust exterminator.

Fighting straw men is his specialty.

NEW ENGLAND.

Readers will confer a favor by reporting new firms and business changes.

A. Fred Brown, grain exporter of Boston, Mass., has returned from his two months' trip to Europe.

The Oscar Holway Co. has been incorporated at Auburn, Me., with \$125,000 capital, to deal in grain, grass seed, cereals and flour.

The Granary was maintained by the town of Boston during most of the last century. It was the largest building in the town and had 12,000 bushels capacity. The corn was held in reserve, to be sold to the poor at cost in time of famine.

Edward P. Merrill, grain broker, Portland, Me., writes: Some offerings of rye, some inquiry for oats; corn moving slowly; very little flour selling. The trade are waiting to see what price Michigan flours are coming on the market at. There will be some sales of mill feed within a few days.

NEW JERSEY.

The malt house of the Farmers' Feed Co. of New Jersey on the East river was burned recently. Loss, \$100,000.

Two feed warehouses at Paterson, N. J., were burned July 27. One was occupied by the John A. Van Winkle feed Co., and the other by G. W. & C. W. Winters.

NEW YORK.

Buffalo's grain receipts by lake this season prior to August 1 have been over 60,000,000 bushels.

Clark & Allen, who operate an elevator, and Milton Rathbun of New York, have consolidated their business interests.

The Sowl Grain & Milling Co. has been incorporated at Salamanca, N. Y. Capital stock, \$12,000; incorporators, G. E. Spaulding, E. J. Sowl and Fred Miller.

It is said a steel tank elevator will be built on the site of the burned Eastern Elevator at Buffalo, N. Y. The fire loss on the building and machinery has been adjusted at \$225,769.

The grain elevator and warehouse of the Sworts Produce Co., at Dundee, N. Y., narrowly escaped destruction by fire recently. Flames were discovered in the roof, and were promptly extinguished with water carried in pails.

Fire at Buffalo July 24 destroyed the Eastern elevator with 350,000 bushels of wheat, oats, barley and flaxseed. The flames were discovered at midnight in an upper corner of the building and spread quickly to all floors. An hour later the cupola fell. The firemen saved the half dozen elevators nearby, little loss being caused except in the Wells and Wilkeson. In these the loss is \$1,000, due to water. Loss, \$700,000; insurance, \$450,000. The building was operated by the American Linseed Co., which bot it not long ago. While the grain was held mostly by the Northern Grain Co. of Chicago, for thru shipment. The underwriters sold the damaged grain at auction for \$13,100 to John Kennedy of Kennedy, Engle & Co. The low price affords a handsome margin of profit to the wet grain dealers of Buffalo, most of them, it is said, had formed a pool not to bid against one another.

NORTHWEST.

T. Strandness is building an elevator at Bristol, S. D.

Burgess & Dillenbeck will not rebuild this year their burned elevator at Sharon, N. D.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

Work has begun on the elevator and warehouse of the Russell-Miller Milling Co. at Wimbledon, N. D.

The McCaull-Webster Elevator Co., of Minneapolis, Minn., is rebuilding its burned elevator at Wentworth, S. D.

The new elevator which General Washburn is building at Washburn, N. D., will have 150,000 bushels capacity.

The Osborn-McMillan Elevator Co., of Minneapolis, Minn., is erecting a 45,000-bushel elevator at Bowbells, N. D.

The Farmers' Elevator Co. of Zumbrota, Minn., will begin work on a 20,000-bushel elevator as soon as \$3,500 can be raised.

J. W. Reedy, dealer in grain and stock at Beresford, S. D., will erect a grain elevator of 30,000 bushel capacity, equipped with a gasoline engine.

The Claremont Elevator Co. has been incorporated at Claremont, S. D. Capital stock \$3,000; incorporators, Alfred Abraham, Roderick Kennedy and Charles A. Bell.

W. H. Stokes is building an elevator at Castlewood, S. D., to take the place of the one which was burned. The new house will have 40,000 bushels capacity, and be equipped with improved grain handling machinery.

Government weekly crop bulletin, Aug. 7: North Dakota, Bismarck—As there was but little grain to cut harvesting is about finished in southern and well advanced in central northern portions; flax, corn, potatoes, and fodder crops have further deteriorated. South Dakota, Huron—Excessive heat injured pastures, flax, corn and late spring wheat in some northeastern counties, but subsequent generous rains in middle and northeastern counties prevented serious damage.

OHIO.

A top story is being built to the grain elevator at Houston, O.

The Churchill Co. has completed the overhauling and enlarging of the elevator at Belmore, O.

H. G. Pollock, merchant of Middle Point, O., wants prices on elevator machinery. He will build this fall.

Asa Smith's new elevator at Antwerp, O., is about completed. The work was done by Malank Long, of Lima.

Southworth & Co., of Toledo, O., contemplate putting in machines for grinding cob corn and the cobs alone.

Emery Thierwechter & Co., of Oak Harbor, O., have recently purchased two Hall Grain Distributors for their elevator at that place.

T. A. Paine, London, O., Aug. 6: Not a single car of wheat has been shipped from London yet. One dealer has a car on hand, but it is only chicken feed.

C. A. King & Co., Toledo, O.: Barley cannot be handled to advantage here. There never was much trade in it. Years ago the brewers used considerable, but it is different now.

Besides the transfer house which they are erecting on the Michigan Central, Paddock, Hodge & Co., of Toledo, O.,

will build an elevator on the Toledo & Ann Arbor Railroad.

Oscar Grismore, Fowler's Mill, Geauga Co., O., July 30: The wheat crop in this section of Ohio is very poor. Not enough to keep this mill running half of the time this season.

T. A. Paine, London, O., writes: I like the Grain Dealers' Journal, and think everyone in the grain business should be a subscriber, as it certainly stands by the legitimate dealer.

Baldwin & Elliott, West Liberty, O., July 30: Very little wheat here this season; oats crop large, 15 to 18 bushels. Corn prospect the best in years. Very short hay crop; no clover to speak of growing.

Baldwin & Elliott, of West Liberty, O., are building a two-story addition, 40x24, to their elevator, for flour, feed and seeds, with four hoppers bins above, and will put in a mill to grind all kinds of grain.

A. E. Clutter, of Lima, O., was in Chicago last week and reported that the bag lending trouble has almost disappeared from northeastern Ohio. The dealers gave their bags to the farmers then refused to buy any more. Hurrah for organization.

Dynamite was used by burglars to blow off the door of the safe in Amasa Clapp's grain elevator at Lodi, O., July 30. The force of the explosion knocked all the plastering off the office walls. Damage, \$3.00. The burglars got only a few pennies.

Ward & Teegarden, of Ashville, O., are building a corn crib 84x22 and 32 feet high, with two dumps, two sets of conveyors, one to fill, the other to empty the crib. The latest most improved elevating machinery is being put in, at a total cost of \$2,500.

J. F. McKibben, Farmers Station, O., Aug. 3: Wheat crop is very poor; about one acre out of seventy-five was cut, and the grade is very poor. Oats are a good crop, but badly damaged by wet weather, raining for three weeks. Corn looks fine; prospect never better.

Cincinnati grain dealers have requested the company operating the Cincinnati Southern Railroad to readjust rates to the southeast on a lower basis to enable them to compete with Evansville, Cairo and St. Louis. Since the Cincinnati Southern Railroad is owned by the city of Cincinnati the grain men believe the line should be operated in the interest of the city.

Ohio state crop report, Aug. 1: Condition of wheat, 24 per cent; oats, 91; timothy, 77 per cent. The harvest of wheat began July 1, of rye July 6, of barley July 6, and of oats July 18. There are occasional reports of fair, and even good, yield; but not in sufficient number to pull up the general average for the state to anything even approaching a crop that could be considered fair. Failure must be the verdict on wheat for 1900, and not simply failure in product, but quality affected, by much of the grain being light and shrunken. Harvest of all the grain crops began early and the weather was mostly favorable. Oats produced fairly well, but was checked somewhat by drouth. There was a large acreage of this crop and the result in bushels will no doubt show quite satisfactory. Weather conditions have been remarkably favorable for corn and potatoes.

PACIFIC COAST.

Corbett Bros., of Huntsville, Wash., will build a 200-foot warehouse.

The Odessa Warehouse Co. is enlarging its warehouse at Hatton, Wash.

The Pacific Coast Elevator Co. has completed a warehouse at Cayuse, Ore. Hall Bros' warehouse at Union, Wash., was recently burned. No insurance.

McDonald Bros. will again enlarge their grain warehouse at Coulee City, Wash.

Logan Elevator, Logan, Utah, July 26: Crops in this locality are better than expected.

The Washington Grain & Milling Co., of Spokane, Wash., has increased its capital stock to \$50,000.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

J. H. Hughes, of Harrington, Wash., has bot the warehouse at Reardan, Wash., of the Reardan Grain Co.

Four warehouses are being built at Walla Walla, Wash., by the Western Warehouse Co., of Portland, Ore.

The strike of wheat handlers at Portland, Ore., continues. The dock-owners are standing firm for the old rate of 30 cents per hour.

The burned grain elevator of the Wheatland, Roller Mills, at Wheatland, Wyo., will be rebuilt. The loss was \$10,000; partly insured.

Isaac Jorgensen has acquired and will continue the business of the Elevator & Storage Co., at Logan, Utah. A few improvements will be made.

A warehouse is being erected at Uniontown, Wash., and additions to warehouses at Sunshine and Rosalia, Wash., and Genesee, Idaho, by the Puget Sound Grain Co.

Tacoma, Wash., expects to ship 75 to 80 loads of wheat this season, compared with 42 ships despatched the previous season. Work is being pushed on four new wheat warehouses.

The death of T. J. Black, who operated three warehouses at Halsey and Derry, Ore., is causing much litigation. Two hundred persons had wheat stored to the amount of 88,000 bushels, considerable of which had been shipped out to millers and export grain dealers. The latter are defendants in a suit brought by the farmers.

The Kettenbach Grain Co., of Lewiston, Idaho, is arranging to engage extensively in the grain business along the Clearwater Short Line. The company is building a warehouse at Kamiah, a large one at Lapwai in connection with the East Washington Improvement Co., and another at Lenore in connection with C. W. Green.

PENNSYLVANIA.

M. P. Ryley and Henry Montgomery are building a grain elevator and feed mill on the D. L. & W. R. R. at Scranton, Pa. The main building will have 50,000 bushels capacity, and the hay warehouse room for 75 carloads. When completed the plant will be operated by the Lackawanna Mill & Elevator Co.

Fire of unknown origin broke out recently in one of a train of cars on a side track of the William Street Elevator at Philadelphia, Pa., and for a time threatened the destruction of 200 cars and the elevator sheds. Five cars were

burned and 12 damaged. Fires have been of almost daily occurrence at the elevator yards, and have always originated in cars loaded with kiln dried mashed grain, the product of the breweries. Why is this?

SOUTHEAST.

E. G. Davidson, Jacob Kobleyard and Lee Troxwell have plans for building an elevator and mill at Clarksburg, W. Va.

George W. Brooke, of the Steel Elevator & Storage Co., Nashville, Tenn., sailed recently for Europe, where he will spend several months.

The Farmers' Mill & Elevator Co. was recently formed at Sparta, Tenn., with a capital of \$10,000. This company is building an elevator.

The first car of Maryland oats was received at Baltimore by John S. Smith & Co. July 20. These oats were of the russet variety and weighed twenty-seven pounds to the bushel.

Shoop-Withers Co's. hay and grain warehouse at Suffolk, Va., was destroyed by fire July 25. The loss on building and contents is estimated at \$1,500, covered by insurance.

Baltimore's receipts of wheat during July were 2,324,000 bushels, against 2,500,000 last year. Receipts are expected to decline; a year ago the August receipts were 1,700,000 bushels.

J. R. Hale & Son's warehouse at Murfreesboro, Tenn., was destroyed by fire Aug. 3, together with 20,000 bushels of wheat. Loss on the building and stock is estimated at \$30,000; insurance \$20,000.

Brown & Carhart, of Bartow, Fla., will install a 10-h. p. gasoline engine and a grist mill, to be run in connection with their grain business. They will supply the local trade with ground feed.

E. H. Crenshaw, formerly secretary of the Texas Grain Dealers' Association, is now located at Memphis, Tenn., representing Campbell & Urquhart, grain dealers of Ft. Worth and San Antonio, Texas.

J. J. Wade, of John Wade & Sons, Memphis, was in Chicago last week and reported the corn crop will be almost a total failure due to heavy and continuous rains during June. We expect to have the best trade in feed stuff this year we have ever experienced.

As the time approaches for the annual meeting of the National Hay Association, which will be held in Baltimore Aug. 14, 15 and 16, the indications are that there will be a larger attendance than at any previous meeting. The local hay receivers of Baltimore are making every effort to have the visitors carry away pleasant recollections of their city. Many of the western delegates will go over the Pennsylvania Lines, which road has made a special rate of a fare and a third for the round trip.

A decision was recently rendered settling the controverted title to the elevator property at Newport News, which was bot several years ago by the Chesapeake & Ohio Grain Elevator Co. from the Central Trust Co., of New York. The elevator company was unable to get a clear title. The property was sold several months ago to E. I. Ford, representing a syndicate, for \$125,000. Suit was brot against the Central Trust Co. to clear the title, and a decree was entered, confirming the sale to Mr. Ford.

SOUTHWEST.

A grain elevator at Dover, Okla., was recently burned.

The Canadian County Mill & Elevator Co. is building elevators at Cereal and Union City, Okla.

At Alva, Okla., P. C. Emberson is building an elevator,, and Orawell Bros. are putting up a 20,000-bushel house.

The Moore Mill & Gin Co. has been incorporated at Mangum, Okla., to deal in grain and cotton. Capital stock, \$5,000.

Wm. W. Lockwood of Winfield, Kan., has furnished friction clutch pulleys to J. H. Moore and C. B. Franke of Pond Creek, Okla.

Senator Prouty, territorial grain inspector, reports that Oklahoma grain is moving slowly, the greater portion being held for better prices.

E. M. Flickinger, grain dealer at Kingfisher, Okla., contemplates adding a corn sheller and feed mill and putting in another gasoline engine.

Canadian County Mill & Elevator Co., El Paso, Okla., July 23: Wheat not yielding near as well as expected. A great deal of poor wheat; average much lower than expected.

The Canadian County Mill & Elevator Co. has put a foundation under its elevator at Hennessey, Okla., and overhauled the machinery. The house has 20,000 bushels capacity, and P. M. Ahlstrom is manager.

George M. Filstead, the elevator architect, has been superintending the construction of the concrete lock for the United States Government at Plaquemine, La., the largest piece of work of the kind in the world.

Cy Williams, Norman, Okla., Aug. 6: We will have a larger acreage of wheat sown this season than usual, as we have a fine season. Farmers have about all the land plowed for fall sowing. Cotton and all kinds of fruit doing well.

M. N. McKee & Co., Enid, Okla., July 25: On account of unfavorable weather, and wheat being in the sweat and the price not suiting the farmers, wheat has been moving very slowly so far; but as soon as wheat is in shape for threshing satisfactorily it will come rushing.

R. McMillan, chief inspector of the New Orleans Board of Trade, reports that the exports of grain from New Orleans during July consisted of 699,000 bushels of corn, 338,000 bushels of wheat, and 262,000 bushels of oats; against 351,000 bushels of corn, 897,000 bushels of wheat and no oats during July, 1899.

N. S. Patton of the Mosca Milling & Elevator Co., Mosca, Colo., writes: Grain in this section of the San Luis valley is suffering considerably on account of the scarcity of water and lack of rains. The crop will not be as good as the indications were earlier in the season by one-half. Russian thistles are getting specially troublesome in the valley, getting worse yearly.

The movement of rice at New Orleans during the season ending Aug. 1, as compiled by Hy. H. Smith, secretary of the New Orleans Board of Trade, was 869,510 sacks rough and 18,015 barrels clean rice received; compared with 684,827 sacks rough and 12,493 barrels clean rice received during the preceding season. Shipments were 897,744 sacks rough and 220,700 barrels clean rice; compared with 664,780 sacks rough and 169,446 barrels clean rice for the season preceding. The stock on hand Aug. 1 was 385 sacks rough and 500 barrels clean rice; compared with 28,-

618 sacks rough and 11,849 barrels clean rice a year ago.

The Missouri, Kansas & Texas Railroad has withdrawn the extra charge on flaxseed passing thru Kansas City. Assistant General Freight Agent F. A. Leland says: Flax is produced in large quantities on the line of the Missouri, Kansas & Texas railroad and finds its chief market in Chicago, to which point the "Katy" has its best line and greatest revenue via Hannibal or Higbee, Mo., through which points it earns considerable more freight charges than its local rates to Kansas City. During the past few years the Missouri, Kansas & Texas railroad found that its flax business was being scalped by the lines operating from Kansas City, thru which arrangements it was compelled to furnish equipment and accept, as its entire revenue, the local rates to this point, to be forwarded thence to its ultimate market, Chicago, Ill. These arrangements did not, to any great extent, benefit the grain dealer located at this point; nor did it either assist or damage Kansas City as a flaxseed market, but it simply had the effect of depriving the railroad, originating the flax and furnishing the equipment therefor, from what it considered a fair share of the revenue obtained by the roads for transporting the property to its market at Chicago.

TEXAS.

The grain trimmers at Galveston have demanded an increase of wages.

The rice area in Eastern Texas this year is estimated at 30,000 acres.

The Hinz Rice Milling Co. has been incorporated to build a mill at Beaumont, Tex.

The Bridgeport Mill & Elevator Co. has been incorporated at Bridgeport, Tex., with \$10,000 capital.

The North Texas Mill, Elevator & Grain Co. has been incorporated at Van Alstyne, Tex., with \$15,000 capital.

J. E. Foust, Grapevine, Tex., July 26: Our wheat crop the best for several years. Short crop of oats as there is none sown of any note.

D. W. Martin of Fort Worth, Tex., informs us that the elevator built by the Anna Gin Co., of Anna, Tex., has been completed and is ready for business.

The grain elevator at Valley View, Tex., owned by the Cameron Mill and Elevator Co., of Ft. Worth, was burned Aug. 1, together with 10,000 bushels of wheat, all of which was a total loss. It was partly insured.

M. D. Reil, Stephenville, Tex., July 25: We are having good rains. Corn will be two-thirds of a crop; oats and wheat nearly all threshed; yield good; best reported, 31 bushels wheat, 86 bushels oats. Cotton crop in this section is good to date.

Texas grain dealers are accused of having loaded cars 25 per cent short of their capacity, thereby intensifying the car shortage. The railroads are urging full loading and permit 10 per cent above marked capacity without additional transfer charges.

Government weekly crop bulletin, Aug. 7: Texas, Galveston—Continued showers unfavorable for farming operations; cotton generally two to three weeks late;

National Hay Association Meeting at Baltimore

For the above occasion a rate of one fare and a third for the round trip has been authorized, making the fare for the round trip from Chicago, \$23.20. Tickets will be on sale August 11th to 14th, inclusive.

Sleeping car rates \$5.00 for one double berth, which may be occupied by two persons.

Tickets obtained on certificates at the reduced fare will not be good returning on the PENNSYLVANIA LIMITED.

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9:30 A. M. 12:30 Noon 3:00 P. M.

(Extra Fare Train)

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Those desiring favorable locations should arrange for their reservations either by letter or personal application to

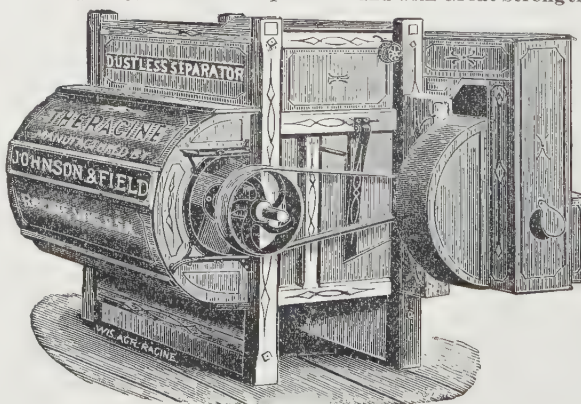
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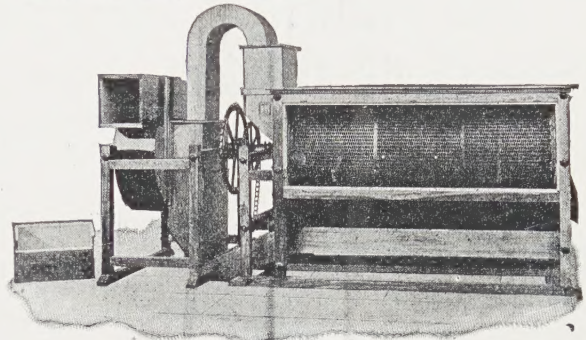
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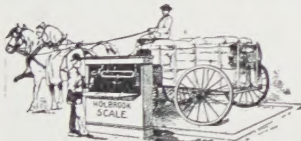
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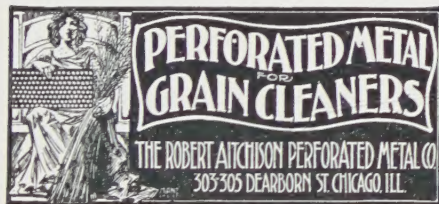
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Insurance follows grain up and down as the
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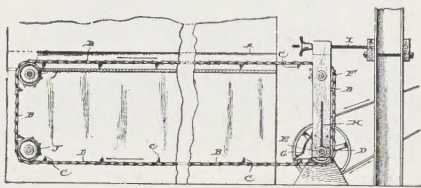
mature corn needs dry weather; sugar cane made normal growth and looks well; rice growing nicely.

Major Charles B. Peck of Houston, chairman of the Texas car service association, says that the grain movement in Texas has only begun, and will not reach its height until about Oct. 1. While the blockade at Galveston has been relieved there is still a congestion at that point.

C. McD. Robinson, chief inspector of the Galveston Board of Trade, reports the exports of grain during July as 1,083,500 bushels of wheat, no corn or rye; compared with 748,646 bushels of wheat and 127,000 bushels of corn during July, 1899. The total exports for the season ending Aug. 1 were 14,020,000 bushels of wheat and 8,009,000 bushels of corn; compared with 13,694,000 bushels of wheat and 3,272,000 bushels of corn for the season preceding.

The Richner Chain Grain Feeder

for conveying grain from dumps,
to feed shellers or elevators.



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WISCONSIN.

Work is rapidly progressing on J. S. Smith's new elevator at Pardeeville, Wis. The new elevator of C. J. Suckow, miller of Barton, Wis., is about completed.

Lightning struck the elevator at Vandyne, Wis., Aug. 3, causing its destruction by fire.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

L. W. Hill denies the report that the Great Northern Railway will tear down and rebuild Elevator A at Superior, Wis.

S. C. Brownson, of Oconto, Wis., has

contracted with O. D. Halstead for the construction of an elevator 24x32 feet, 30 feet high.

The Wisconsin Grain Dealers Association, which was formed six months ago at Sheboygan, held a meeting at the St. Charles hotel, Milwaukee, July 31.

Government weekly crop bulletin, Aug. 7: Wisconsin, Milwaukee—Light showers early in week and high temperatures latter part favorable to corn, which is making remarkable progress; oats and barley nearly all in shock; oats injured to some extent by rust; potatoes and tobacco doing well; heavy loss of peas in Kewaunee and Manitowoc counties from insects.

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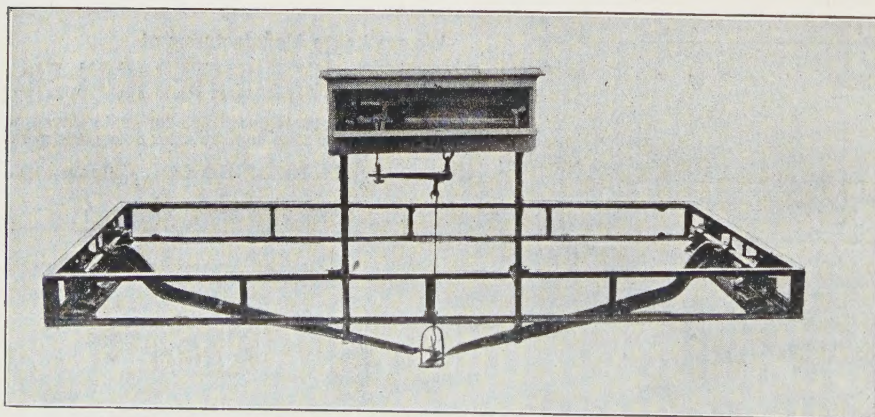
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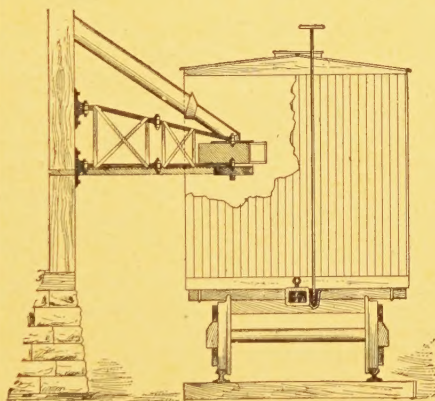
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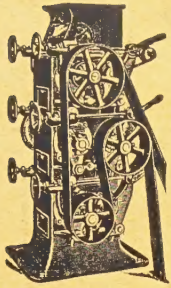
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